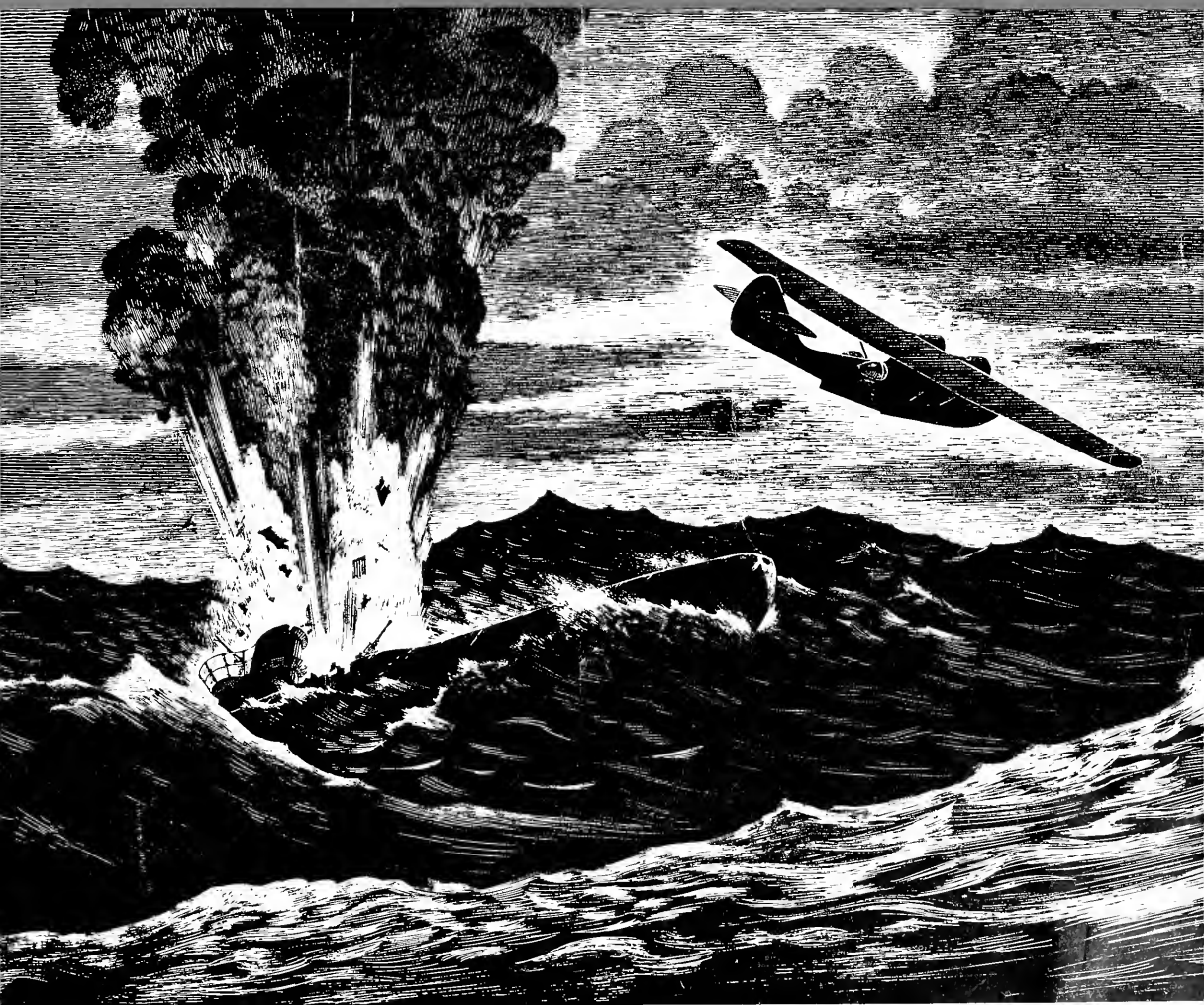


CONSOLIDATOR



APRIL • 1942

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CONSOLIDATOR

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Number 4

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CONSOLIDATED AIRCRAFT CORPORATION

★ ★ ★
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The line that makes our front line possible.



Mr. Girdler Tells of Consolidated Progress

Speaking before a dinner meeting of the American Petroleum Institute at the Los Angeles Biltmore, last month, T. M. Girdler, chairman of the board and chief executive officer of Consolidated, gave an address embodying a message that we believe is of particular interest to all employees. Highlights of this speech, giving an insight into what your company is thinking and doing, appear below.

The people of America always have had to be stirred before they really get going. Pearl Harbor gave us the first shock into action. It gave rise to a feeling in the hearts and minds and muscles of the people of America that more planes and tanks and ships and munitions of all kinds are needed—that there must be more and more production in fewer and fewer days and hours.

We are doing a great many things today that seemed utterly impossible only a short time ago. Take airplanes. Most people not long since believed airplanes could not be made on a moving assembly line, like automobiles or refrigerators. But there were some who believed otherwise. Among them was Harry Woodhead, then Chairman of Vultee, and now President of Consolidated. His belief was shared by Dick Millar, President of Vultee, and together they pioneered the idea at the Vultee plant. It proved a great success in the manufacture of light planes. And now I am happy to be able to say that for the first time in the history of the aircraft industry the powered assembly line has been applied to the production of big bombers in the Consolidated plant at San Diego.

Mechanized assembly lines for bombers that weigh 30 or 40 tons are quite a different matter from mechanizing an assembly line for motor cars weighing two tons or less.

The powered assembly line has thrown overboard all of the former standards of plane production. Adopted throughout the aircraft industry as it is sure to be, it will be a tremendous factor in enabling industry to turn out the planes needed to overwhelm the enemy.

We have a great amount of lost time to make up in this job of plane production. We entered the war with vast needs. Fortunately over the preceding years some farseeing and enterprising men had been building the foundation of the

great aviation industry which we must now have.

Not a few of these started their enterprises up and down the West Coast so that today a large share of the country's output of finished planes is here. I believe these plants are here to stay. There has been a good deal of conversation about moving them inland, but I think that is pretty silly talk.

This country is not so helpless that it cannot protect these plants from possible air raids. I envision no interruption of production from that cause that would result in a fraction of the delay caused by the removal of the plants and thousands of workers. The country simply can't afford that delay.

With respect to further expansion of facilities, I feel sound policy would dictate that this be done toward the interior, and that is already being done.

The one ringing lesson that World War II has pounded home to the peoples of every nation on the face of the globe is that "No victory can be attained on the ground or on the sea without superiority over, or at least equality with, the enemy in the air."

One great lack in the preparedness of both Great Britain and the United States previous to this war was the big bomber—the bomber with range and speed and heavy bomb load. Even Hitler paid too little attention to the big bomber and what it means to victory in the war of today.

The goal of Consolidated Aircraft Corporation has been the production of the world's fastest, longest-range, heaviest bomb-carrying planes and the best of all patrol planes. Consolidated realized long ago that to be powerful planes eventually would have to be big. Consolidated today builds no plane with a wing span of less than 104 feet and no plane that weighs less than 15 tons.

(Continued on Next Page)

"We must raise our sights all along the production line. Let no man say it cannot be done. It must be done --- and we have undertaken to do it." — Franklin D. Roosevelt

Consolidated Progress

(Continued from Preceding Page)

The *Consolidated* B-24 is the largest, fastest and heaviest bomb-load plane in mass production for the United States Army. The plane is the newest of all United States heavy bombers. The first model was designed and built in the nine months between April and December of 1939. These planes are now rolling off the mechanized assembly lines in ever-increasing numbers.

In a recent speech Donald Nelson told of Government plans to tell the workers how the plane, tank, gun or ship they make has performed in action. That is a splendid idea. To the extent that the information was available, we have been informing the employees of *Consolidated* about the performance of the bombers they make. It has been a running story in which they take great pride.

The records of the B-24s are unsurpassed. Very recently one of the British B-24s—they call them Liberators—defeated three big German Heinkel four-motored bombers, sank a U-boat and bombed a Nazi supply vessel in a single afternoon's operations. The pilot, upon returning to his base, cited the feat as "purely routine."

The Liberator holds the present record for Atlantic crossing (8 hours and 20 minutes), and the British Ministry of Aircraft Production has announced that these big Liberators have made well over a hundred trans-Atlantic crossings since the war began. They have a speed of much better than 300 miles per hour, a range of 3,000 miles and a bomb load of four tons. Their wing-span is 110 feet. They exceed the very laudable and well known Flying Fortresses in wing span, in gross weight, in speed, and in bomb-carrying capacity, and their range is equal.

The early reputation of *Consolidated* was made with its great flying boats. First of the modern designs was the famed twin-motored PBY, or Catalina as the British call them. The "Cats" have more than made a name for themselves as patrol planes for the British Coastal Command and Air Arm.

It was the plucky crew of a Catalina that spotted the Bismarck, after she had all but escaped the greatest concentration of British sea power in the present war. The Catalina found the Bismarck, and although it was hit by several shells from the big Nazi battleship, it hung on doggedly until the British naval units and supporting airplanes closed in for the kill.

Catalinas have stayed aloft for as long as 36 hours on a single continuing operation. They have a wing span of 104 feet, a weight of around 15 tons, and a range of 4000 miles.

Biggest of the *Consolidated* flying

boats, and biggest of all U. S. Navy bombers in mass production is the Coronado, or PB2Y, the four-motored giant that is also being put on a mechanized assembly line at *Consolidated* factories. This big ship has a range of 5200 miles, weighs 30 tons, and has a speed of 225 miles per hour.

Taking our two companies together—for *Consolidated* and Vultee are now closely associated under one management—we produce planes ranging from Vultee's trainers, pursuit planes and dive bombers, to *Consolidated's* four-engine bombers and fighters with trans-oceanic range.

On a single day last October Vultee delivered the largest group of airplanes ever to be flown away in one delivery—123 ships which were sent flying to Army and Navy training schools all over the United States. These Valiant basic trainers took off at 11-second intervals, on the way to help make pilots for our fighting forces.

Fortunately in the production of these planes the moving assembly lines are shortening the time required for converting raw materials into the finished product. That gives us more man-hours for building fighting planes. It gives us more woman-hours, too. Don't forget that women also are fighting this war on the industrial front. They are on the job right alongside the men in the industry.

Whoever says women's only place is in the home is thinking about the Victorian era. The women look mighty good in the home, and plenty of them will have to stay there—for if they didn't it would be all up with America!

But our women are versatile. While some keep the home fires burning, others are working in the factories helping to speed up war production.

They are working with the men. Many are doing the same kind of work as men do in the *Consolidated* and Vultee plants. And we're paying these women as much as we pay the men doing comparable work.

It isn't only the work they are doing that makes them valuable. The use of more and more women releases man power for service with the armed forces.

We are going to have a lot more women in industry than we have now. They are especially good at detail work. They are thorough and painstaking, yet quick to learn, and fast workers.

They take a great pride in this new work of theirs. In some jobs they are better than men. For one thing, they do not seem to get bored doing a monotonous job as quickly as men. But they take to the skilled jobs, too. For example, at the Vultee plant we have a lady welder who is the fastest welder in the plant.

At the *Consolidated* plant there are

some 2000 women at work in all kinds of jobs, all the way from making delicate electrical installations in airplanes to driving trucks. This number is exclusive of office workers.

We are giving preference to women who are members of families already employed at the aircraft factories, and this for several basic reasons. It lessens the migration of single women to the cities where the factories are located. It keeps the income in the family in case the male supporter should be called into the armed service. The wife thus is set up to earn her livelihood until he returns, and it will be much easier for a wife to give her job back to her husband, or brother, after the war, than it will be for her to give it over to a total stranger.

Another thing we are doing among the women applicants is to give preference to the wives or relatives of men who are in service or who may have been lost in the war. These women have an added inspiration, an added purpose, and they deserve the chance to serve their country in whatever they best can. A large number of the women factory workers in the Vultee and *Consolidated* plants are wives of men now on duty with our armed forces.

The President has called upon the head of the War Production Board, Donald Nelson, to institute a great production drive.

Speaking for our companies, I have sent the following telegram to Mr. Nelson:

"THIS IS TO ASSURE YOU WITH ALL POSSIBLE EMPHASIS THAT THE ARMY OF MEN AND WOMEN WORKERS IN THE PLANTS OF CONSOLIDATED AIRCRAFT CORPORATION AND VULTEE AIRCRAFT, INC. AND ALL THE FACILITIES OF THOSE PLANTS WILL CARRY OUT TO THE FULLEST LIMIT YOUR CALL FOR GREATER PRODUCTION. WE ARE ON THE JOB MAKING MORE AND MORE PLANES AND WE ARE GOING TO STICK TO IT UNTIL AMERICA HAS FINAL AND UNDISPUTED SUPREMACY IN THE AIR."

I know that in that telegram I spoke for every man and woman in the plants as well as for the management. I am happy to say that a fine spirit of cooperation and a unity of purpose and effort exists in those plants.

Without such unity throughout all industry, and without universal concentration upon the single job of production, the nation's effort will fall short. We can't let that happen.

Mr. Nelson's program calls for greater utilization of existing plants. He wants to bring plant schedules as close as possible to the maximum limit of hours per

(Continued on page 10)

CONSOLIDATORS SWELL RED CROSS FUND



Mrs. Lorine C. Mounce, Consolidated Public Relations Office; Jacqueline Delpy, Plaster Shop; and Charles Davies, Red Cross roll call campaign chairman. Representing Consolidated employees, Miss Delpy presented Mr. Davies with a check for nearly \$48,000. Total contribution to the campaign from company, employees and executives was more than \$70,000—a fifth of the amount raised in San Diego county.

Consolidated responded wholeheartedly to the 1942 Red Cross Roll Call campaign, giving a total of more than \$70,000. This amount was reached through contributions from employees, the company and executives.

In a letter of appreciation, addressed to Edgar N. Gott, Consolidated vice-president, C. H. Lyman, chairman of the San Diego Red Cross Chapter, acknowledged receipt of the check covering contributions from employees, as follows:

SAN DIEGO CHAPTER THE AMERICAN RED CROSS

My dear Major Gott:

We are in receipt of a check covering the amount of \$47,784.66, representing the contribution of the employees of the Consolidated Aircraft Corporation toward our War Fund Roll Call of 1942.

Please accept our sincere thanks for the check, which will go a long way toward relieving the various types of need which come within the cognizance of the American Red Cross.

May I express our gratitude to you for your interest in the matter of our appeal and my personal belief that your interest went far in giving us such splendid results.

Will you, in such a way as is practicable, convey to the employees of the corporation our very sincere appreciation of their wonderful response to the appeal of the Red Cross—nearly a fifth of the total amount given in San Diego county came from the employees of Consolidated Aircraft Corporation.

With best wishes, believe me

Most sincerely,

C. H. Lyman, Chairman.

Consolidated Report Released Last Month

Unfilled orders of Consolidated Aircraft Corporation at the end of November, 1941 amounted to \$755,498,000 compared with \$318,648,226 at the end of 1940, it was revealed in the company's annual report released last month.

The letter to stockholders signed by T. M. Girdler, chairman, and Harry Woodhead, president, says that orders amounting to \$532,378,824 were booked during the first 11 months of 1941, nearly double the total for all of 1940. Included in the unfilled orders was \$361,424,482, the estimated amount of contracts taken by the company on a cost-plus-fixed-fee basis.

Net earnings for the 11 months ended Nov. 30, 1941, as previously reported, after all charges and taxes, were \$8,024,882, equal to \$6.22 per share of outstanding common stock, against \$1,400,645 for the calendar year 1940.

Total Federal, state and municipal taxes chargeable against the corporation for the first 11 months of 1941 were \$21,216,792, equivalent to \$16.52 per share on the outstanding common stock. These taxes are equal to \$2.64 for every \$1 of net income earned by the corporation. The report points out that although the volume of operations in 1941 expanded ten-fold over 1940, Federal income and excess profits taxes increased from \$1,045,022 to \$18,195,390, or over 1700 per cent.

"Billings, new business received and backlog of unfilled orders are at the highest point in the history of the cor-

poration," the report says. "Deliveries for the first 11 months of 1941 exceeded by over 48 per cent the combined dollar volume of deliveries in all the years from 1923 to 1940 inclusive. A large portion of the 1941 deliveries were on foreign contracts.

"The outstanding improvement in production during the past year is due in part to the establishment of mechanized assembly lines for all models.

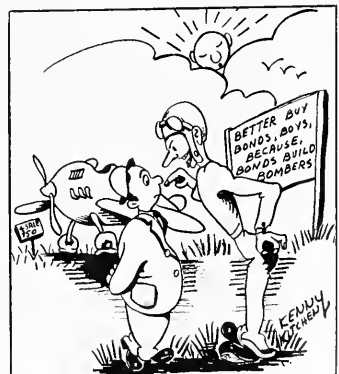
"Production of military airplanes of most advanced design in ever increasing quantities is the objective of this corporation and of the entire aircraft industry.

"Consolidated faces the critical problems of this great crisis in war production better equipped than ever before to make a substantial contribution to the all-out struggle for victory.

"New plants constructed in part through use of corporate funds, and in part by our government, have made possible greatly increased production. New products of Consolidated design have already proved their striking power and stamina in far-flung battles for democracy over land and over sea.

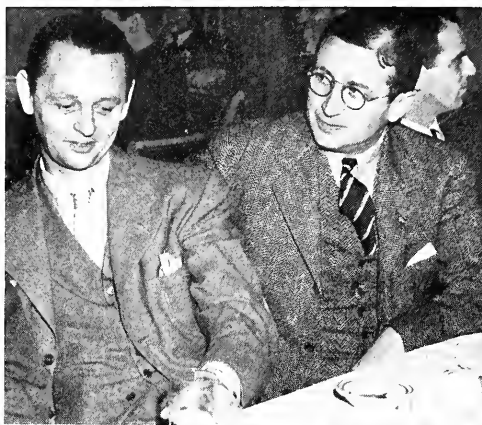
"Stimulated by the demands of war, improvements in our products continue constantly but at an accelerated rate. An air-minded world now realizes fully for the first time not only the revolutionary changes which air power has produced, but also the widening vistas which will open up for the commercial air transportation of the future.

"While devoting itself for the present wholly to the supply of military aircraft to our government and our Allies, Consolidated's newest products may be adapted readily to future commercial uses. Consolidated thus remains in a favorable position to take full advantage of the opportunities which will present themselves when once again our aircraft with improved speed, comfort and utility fly the commercial air-lanes of a peaceful world."



"What do you want for fifty bucks, a B-24?"

NOTED NEWS MEN GUESTS OF CONSOLIDATED



The pictures on the opposite page were taken when a group of eastern newspapermen, writers and radio news commentators came to San Diego as guests of *Consolidated*. They made the cross-country flight in a chartered plane.

Picture at top was made at a press conference with Gov. Culbert L. Olson in the office of President Harry Woodhead. Left to right are Roy Alexander, Time magazine; William Taylor, New York Herald Tribune; Richard Harrison, Christian Science Monitor; Clinton Harrower, Wall Street Journal; T. M. Girdler, Mr. Woodhead, Governor Olson, I. M. Laddon; Richard Tregaskis, International News Service; John W. Hill of Hill and Knowlton, Sherman Altick, New York Sun, and Walter Parkes, N.E.A.

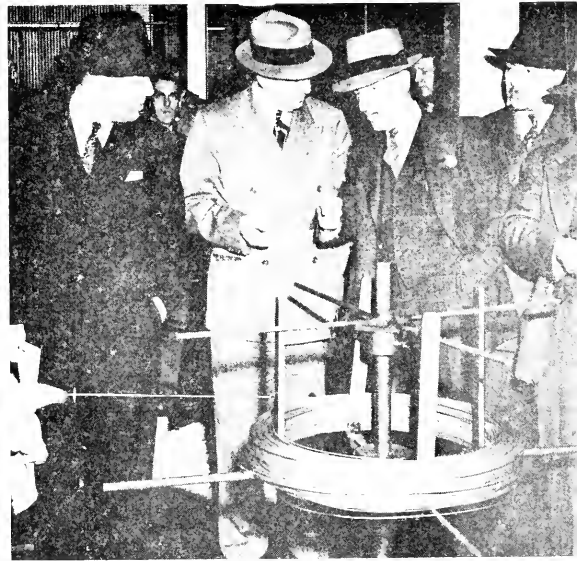
Picture left center shows Steve Powell guiding some of the members of the group through Plant Two. Left to right, Clinton Harrower, Powell, John Adams, U. S. News, and Richard Harrison. Picture at right shows Herbert Ezard, factory manager at Plant Two, explaining the process of rivet making. Left to right, Richard Harrison, John W. Hill, Ezard, Walter Parkes, and M. J. Ackerman of Acme News Pictures.

At left below some of the visitors are shown as they lunched in the yard with *Consolidated* women employees. The men are, left to right, Eliot Elisofon, Life magazine photographer, Richard Harrison and Sherman Altick. In center is H. R. Baukhage, radio news commentator of Washington, D.C. Picture was taken at a dinner given for the guests at the El Cortez hotel. Picture at right taken at the dinner also shows, left to right, T. M. Girdler, Frank Kent, Baltimore Sun, Lieut. Col. Carl A. Brandt and I. M. Laddon.

Other members of the group who are not shown in these pictures were, W. H. Shippen, Washington, D.C., Star; E. A. Evans, Scripps Howard, Washington, D.C.; Joseph B. Phillips, Newsweek; T. L. Brantly, Collier's magazine; Turner Cattledge, Chicago Sun, and Charles S. Heard, Washington Bureau.

The newsmen spent two days in the plants and carried away with them a vivid picture of the many steps that are necessary to create huge bombers on a mass scale.

Pictures above were taken when the first group of newspapermen and radio commentators visited *Consolidated* last month. They came to San Diego on a special plane from Los Angeles. Shown upper left at luncheon at Top's are radio news commentators Norman Nesbitt (left) and John B. Hughes. Upper right are Knox Manning, news commentator, and Wendell Thayer, Los Angeles representatives of the Wall Street Journal. Picture in center shows T. M. Girdler addressing the group at the luncheon. Left to right are, I. M. Laddon, Girdler, Camdr. Lee D. Webb, and Claude T. Ryan, president of Ryan Aeronautical Co. On the opposite side of the table at right is Capt. W. L. Van Dusen. Picture at left below taken in the plant shows Sam Hayes (center), news reporter, getting some plane facts from Commander Webb (left) and Harry Woodhead. At right Edgar N. Gott (left) is shown guiding Fleetwood Lawton (center) and Bob Gorred, radio news commentators, along a production line.



Consolidated Is Prepared For Any Emergency

By Brent Wright

By now most Americans realize that this war is not merely a "game of marbles." Nor do any of them intend to be caught napping by an overconfident, treacherous enemy. *Consolidated* is no exception, and as a vital war industry, it is taking steps to take care of every eventuality.

Now in its final stages of preparation, a vast plant defense program has been conceived and put into operation at *Consolidated* to provide adequate emergency personnel and equipment for intelligent action in case of attack.

Consolidated is financing this undertaking. Thousands of man-hours are represented in training volunteers for the various defense units, all on company time. Equipment is needed for defense stations, crews, and individuals. That, too, is paid for by *Consolidated*. The extent of such preparation is indicative of the fact that the company intends to overlook nothing that will contribute to greater safety, come what may.

Just how this plant defense plan originated makes an interesting story. Much credit goes to Edgar N. Gott, vice-president and public relations director, and Thomas P. Faulconer, director of *Consolidated's* Department of Education. The organization conceived by these two men has resulted in the perfection of a defense system that will insure adequate protection of the entire personnel under any extremity.

With the cooperation of Lieut. Max I. Black, executive director of the San Diego Civilian Defense Council, Mr. Gott, who acts as *Consolidated's* defense coordinator, and Mr. Faulconer, assistant coordinator, formed the nucleus of the system. Thence was formed the nerve center of the pro-

gram, which is called the control center.

The control center, headed by Mr. Gott and Mr. Faulconer, also includes representatives from five major defense departments. These are the Medical Service, directed by Dr. T. P. Dick; Maintenance and Service, under direction of W. M. Maloney; Plant Protection, which includes Police and Fire Departments, headed by M. A. Hannan; and the Messenger Service, supervised by Tod Carter.

Under these associated departments are grouped 18 other divisions that would take action in time of danger. These units include the First Aid Squads, First Aid Stations, Decontamination Squads, Decontamination Stations, Illumination Control, Utilities Control, Emergency Repair Squads, Police Service, Plant Police, Auxiliary Policemen, Bomb Squads, Fire Service, Regular Firemen, Auxiliary Firemen, Inspection and Survey Group, Emergency Squads, Rescue Squads, and Auxiliary Messengers.

It is thus evident that *Consolidated* is fully awake to the situation at hand and has taken characteristic action. It has yet, however, to train thousands of persons who have volunteered for service. Each of these persons are like cogs in an immense machine. They must operate in unison.

This task was undertaken by Mr. Faulconer and the Department of Education. With the assistance of Lewis C. Tompkins, training supervisor, and Martin Miller, assistant training supervisor, and other staff members, a series of booklets were prepared, classes were instituted and a total of 17 instructors were trained. Such instructors will in turn train thousands of auxiliaries.

Information in booklets alone did not comprise the education of the instructors.

The Department of Education also obtained services of several experts who lectured on aspects of explosives, poison gases, first aid, the Office of Civilian Defense program and several allied subjects. The whole course covered a period of only eight days, and was necessarily streamlined and intensified to meet specific plant needs.

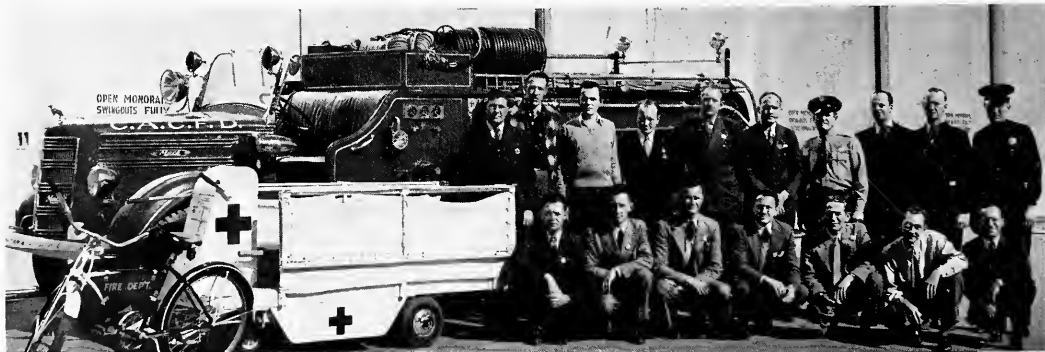
Splendid spirit has been shown by volunteers in all departments. Application blanks are still being requested. The magnitude of the training plan can be visualized when it is noted that 64 classes will be conducted for 1600 volunteers daily. A total of approximately 6,000 persons have signed up. The training period staggered over a period of several days, will entail a total training time of 10 hours. All of this is on company time.

The importance of plant defense cannot be stressed too fully, it is a means of thwarting an enemy who might attempt to cripple a vital defense industry. Adequate defense not only safeguards life and property in the event of raids but actually lessens the danger of such attacks. This was brought out in the experiences undergone by the British.

For instance, earlier in the war when London was bombed unmercifully for months, the effectiveness of civilian or "passive" defense, was only about eight per cent. Today passive defense in England is rated at about 80 per cent effective.

We are fortunate in having the experience, sad though it was, of the British. They learned the hard way. It is most heartening to realize that most aircraftmen realize the importance of being ready before we might be hit. The thousands of courageous volunteers who made the plant defense plan possible deserve the highest praise.

If the enemy strikes at *Consolidated* we will be ready to deal with them.



This picture shows recently-graduated instructors who have started to train plant defense volunteers. Also shown are members of the Department of Education who trained the instructors. Standing, left to right: Ray Pearson, G. G. Richards, Rex M. Hocker, C. R. Miller, A. W. Bunte, Thomas J. Pridemore, Floyd V. Ackley, M. C. Matheson, E. R. Munson and M. E. Pence. Kneeling are Richard H. Pollard, H. E. Mishler, Martin Miller, assistant training supervisor; Lewis C. Tompkins, training supervisor; L. P. Hunnable, Brent Wright, publicist, and Irving Krasner.

Primary Assembly, Woodshop Win Safety Trophies



Above, Vice-President C. W. Perelle (left) congratulates Foreman A. C. Collins as he received the safety trophy for his Primary Assembly Department. Looking on is George Wire, assistant factory manager. Below, Bill Waite (right), Subassembly, turns over eight ball to W. E. Koch (left), general foreman, Miscellaneous Parts. Others in the picture are Foreman John S. Bailey and Forest Tanahill.

The Safety Division studied its records for the Month of March and after adding up the percentages it was found that trophy winners were Primary Assembly at Plant One and Woodshop at Plant Two. Departments showing the poorest safety records for the month and temporary custodians of the eight-balls were Miscellaneous Parts at Plant One and Covering at Plant Two.

As has been pointed out before trophies are awarded on the basis of the departments' per centage of improvement over their previous records. For example, Woodshop won the trophy last month with a percentage of 28.10, whereas Covering, showing a percentage of 60.20, was awarded the eight-ball. The percentage of Plant One's trophy winner, Primary Assembly, was 174.70 and Miscellaneous Parts, eight-ball department, had a percentage of 58.80.

As an example of how sharply the tide

can turn where safety is concerned, Miscellaneous Parts was winner of the trophy in February and last month had it replaced by the eight-ball. It was with genuine joy that Foreman Bill Waite toted the big black pill out of his Subassembly Department and delivered it to Foreman W. E. Koch of Miscellaneous Parts.

At Plant One the safety trophy was awarded to Foreman A. C. Collins of Primary Assembly by C. W. Perelle, vice president in charge of production. "Because of the pressure of increased production," Mr. Perelle said, "more and more attention must be given to safety as an essential element in our drive to victory."

At Plant Two Herbert Ezard, factory manager, awarded the safety trophy to Foreman Johnny Cossar of Woodshop, and then picked up the eight-ball from the Primary Assembly Department and left it with Foreman R. V. Bibb of the Covering Department.

Payroll Allotment Plan

Three weeks after the inauguration of *Consolidated's* Voluntary Payroll Allotment Plan for the purchase of U. S. Defense Bonds, 8000 *Consolidators* had signed up for it, and more authorization cards were coming in every day.

Although that number is a fair one, considering the short time elapsed since the plan went into effect, it is still a long way from perfect. We've got to cooperate 100 per cent in buying bonds, as well as building airplanes, if we're to win this war. How about it—is your name in yet?

Incidentally, we've been asked to call the attention of employees to some outstanding errors and omissions that have appeared most frequently on authorization cards turned in:

1. Be sure to write in your *complete* clock number, in its proper space—including the department.
2. Don't forget to designate either a co-owner or a beneficiary. Just cross out the one you don't want.
3. Please use the maiden name for your co-owner or beneficiary, if she's married—Mrs. Mary A. Doakes; not Mrs. James H. Doakes.

Failure to fill in your card correctly will mean a delay in getting your bonds, and it's easier for all concerned if you do it right. Just see that your card conforms to the sample on page 7 of the booklet describing the allotment plan before you turn it in to your department clerk.

Remember, defense bonds buy B-24s, PB2Ys and PB4Ys, too, and the government needs your money to pay for them. Besides, your purchase of defense bonds is one of the best ways for saving money to help tide you over that rainy day when you really need it.

Why not sign up for the plan, NOW?

WARPLANES NEED RUBBER

Every American who conserves rubber is helping the aircraft manufacturing industry to build the 185,000 airplanes called for during 1942 and 1943 by President Roosevelt.

More than 50 different articles made from rubber, or rubber synthetics, are used in the production of aircraft, according to the Aviation News Committee.

Most important are tires and tubes, which range from five-inch tail wheel tires to huge casings weighing several hundred pounds for multi-engine bombers. Although airplane tires travel relatively short distances, they bear tremendous weights and are subject to great stress due to high speeds during take-offs and landings.

Second most notable use for rubber in airplane construction is the de-icer "boot" on the leading edges of wings, empennage and propeller blades. As more and more military aircraft are being equipped with superchargers for stratosphere flying, the need for rubber de-icing equipment is steadily increasing.

Other rubber accessories, essential to all-out construction of the greatest number of the world's best airplanes, include: bullet-proof gas tanks and hydraulic hose for brakes; molded parts such as engine shock mounts and bumpers; floatation bags to keep planes afloat in case of forced landings on water; tubing for fuel, oil, water and air lines, etc.

Because rubber has become as strategic a necessity as aluminum, the rubber and aircraft industries are now reaping benefits from the years of research they have devoted to the development of synthetic rubbers and their suitability for aircraft use. Synthetic rubber already is being used for engine shock absorbers, fuel and oil hose and lining of hydraulic brakes.



"I see your future depends on how many Defense Bonds you buy."

AIR CORPS RESIDENT KNOWS ENEMY MIGHT

Coming to *Consolidated* with a knowledge of the air war now waging in Europe and Asia gained from firsthand observation, Lieut. Col. Carl A. Brandt recently assumed the duties of U. S. Air Corps resident representative for the San Diego area. He replaces Lieut. Col. E. R. McReynolds, who was transferred to head another Air Service Command.

Described as "one of the best flyers in the U. S. Army" by his fellow officers at *Consolidated*, Lieut. Col. Brandt is no "armchair soldier." He spends a great deal of his time on the job with Conair test pilots above the clouds, or piloting the big B-24s himself.

During a visit to Germany in 1936, Lieut. Col. Brandt saw for himself the menace of the growing luftwaffe. On the other side of the world, the Philippines, he spent some time as a child and, later on a tour of duty there, 1934-36, helped clear the jungle for emergency landing fields.

The son of an army officer, he began his world travels early. The fact that as an army youngster whose family had no legal residence made it impossible to seek a congressman's appointment to West Point. To get into the Air Corps, Lieut. Col. Brandt served for 18 months as an enlisted man before winning a competitive examination qualifying him for the academy in 1926.

An acquaintance made while at Brooks and Kelly fields, Texas, with Capt. Gerd von Massaw, a German aviator then in



Lieut. Col. Carl A. Brandt

the United States for exchange training, gave Lieut. Col. Brandt a better chance to observe the German luftwaffe when he later went to Berlin, and found von Massaw a colonel there.

Assigned to the Seventh Bombardment Group at Hamilton Field, Calif., Lieut. Col. Brandt was stationed there until 1938, then transferred to the air corps

engineering school at Wright Field, Dayton, Ohio. He was on the ground floor of the development of the giant B-24.

He was one of three officers who piloted the first Flying Fortresses to England last April, arriving in London just in time to witness England's greatest bomb blitz—when 650 Nazi planes dropped their cargos over the city at the same time. He spent five months, helping to familiarize British pilots in the operation of American long-range heavy bombers, meanwhile studying the modifications that proved necessary under combat conditions.

When he was assigned to San Diego, he was Major Brandt. Before he arrived, however, he had become a lieutenant colonel.

He says the huge B-24s rolling out of *Consolidated* factories for the U. S. Army and the United Nations are "great airplanes."

Let's Get in Step—not the goose-step of the Axis countries but the step of free Americans who are determined to win this war—not all of us can join the armed forces but all of us can buy Defense Savings Bonds and Stamps—every little bit helps. Let's make the mite mighty.

With sincere apologies to both Steve Powell and Henry Golem, your **CONSOLIDATOR** makes the following correction: on page 3, March issue, the caption under the picture at the bottom of the page said in error the smiling gentleman at the far left was "Henry Golem." Actually, it was S. J. Powell, assistant to the factory manager, who recently was transferred to Plant Three and a new job.

Motor Boxes in the Army Now—A lot of things and people are in the Army now and that includes those sturdy Pratt and Whitney motor crating boxes which are being used by soldiers around aircraft plants in a variety of ways. In the days before the Japs started using bayonets as back scratchers, motor boxes had little use except that far which they were intended and after the engines were removed the crates were returned to Pratt and Whitney. Occasionally they served as supports for bandstands or speakers platforms, but that was about all. Now that soldier guards have settled around defense industries motor boxes have contributed in a large measure to the comfort of the boys in khaki. They have been turned into sentry boxes, storage rooms, and barracks. They are being used in dug-outs and they provide shelter around machine-gun outposts. As new shipments of motors are received the boxes are promptly "drafted" for further duty.



This Is Texas

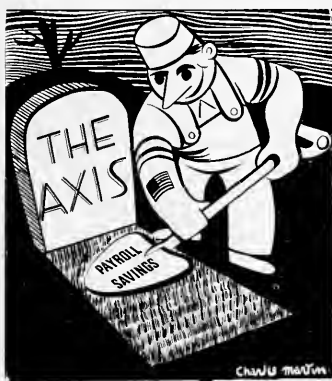
Consolidated is more than a little bit concerned about a certain production unit in Texas. Now bomber plants as we know them around these parts loom large in the eyes of most of us but to a Texan they probably are rated no better than adequate roosts for bantam chickens. This theory is based on a Texan's idea of Texas which was unearthed by Vice President Edgar N. Gott on a recent trip to the Lone Star state. The following candid camera view titled "Texas" by an anonymous scribe should indicate clearly enough that such small fry as a bomber plant would never make a mark on the vast area which happily has the rest of the United States hooked on to it. We give you, readers, a look at Texas:

Texas occupies all of the continent of North America except a small part set aside for the United States and Canada. Texas owns the north half of the Rio Grande, the only dusty river in the world, also the only one with the possible exception of the Trinity, which is navigable for pedestrians and mud cats.

Texas is bounded on the north by 25 or 30 states, and on the east by all the oceans in the world except the Pacific, and on the south by the Gulf of Mexico and South America, and on the west by the Pacific ocean, the Milky Way and the Sideral Universe. If Texas was chopped loose from the rest of the United States and the Panhandle, it would float out into the ocean, for it rests upon a vast subterranean sea of oil.

Texas is so big that the people in Brownsville call the Fort Worth people Yankees, and the citizens of El Paso sneer at the citizens of Texarkana as being snobs of the effete east. It is 150 miles farther from El Paso to Texarkana than it is from Chicago to New York. Fort Worth is nearer St. Paul, Minn. than it is to Brownsville, Texas. The United States with Texas left out would look like a three-legged Boston terrier.

Texans are so proud of Texas that they cannot sleep at night. If a Texan's head should be opened, the map of the state would be found on his brain. Unless your front gate is at least 18 miles from your front door, you do not belong to society, as constituted in Texas. Down at the King ranch the gate is 150 miles from the front door, and they are thinking of moving the house back so that they won't be annoyed by passing automobiles. Other Texas landlords have whole mountain ranges and rivers on their ranches. One Texan has 40 miles of navigable river on his farm.



If the proportion of cultivated land in Texas was the same as Illinois, the value of Texas crops would equal that of 47 other states combined. Texas has enough land to supply every man, woman and child in the whole world with a tract five by 20 feet, and it would have enough left over for the armies of the world to march around the border abreast. The alfalfa grown in Texas, if baled and built into a stairway, would reach the Pearly Gates. If all the hogs in Texas were one hog, he would be able to dig the Panama Canal in three roots. If all the Texas steers were one steer, he could stand with his front feet in the Gulf of Mexico, one hind foot in Hudson Bay and with his horns punch holes in the moon, and with his tail brush the mist from the Aurora Borealis.

Japanese Planes, Learn to Spot 'Em

Although Japan does not use the same calendar as we do—dating hers from the year 660 B.C. when the empire was founded by Jimmu Tenno, legendary descendant of the sun goddess—the terminal number coincide with ours. Thus, any Japanese plane with a "97" designation is a model originated in 1937 (the Japanese year, 2597). Or a 100 Jap plane would be a 1940 model (Japanese year 2600).

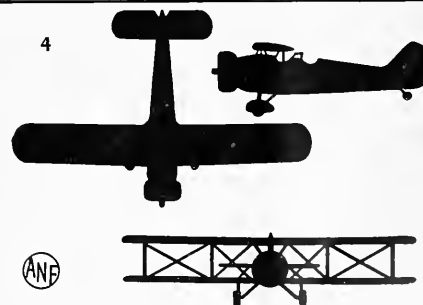
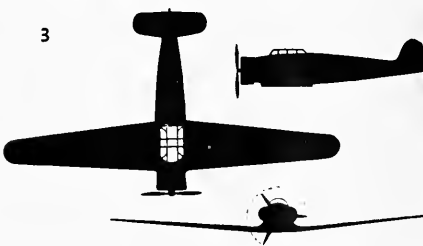
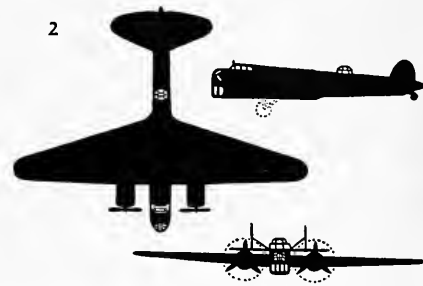
Enemy planes featured here are as follows:

1. JAPANESE 96 HEAVY BOMBER—Similar in line and detail to the German Junkers Ju 86, the craft has landing gear that is retractable into the engine nacelle, leaving the lower half of the wheels protruding. This bomber is used by both the Japanese Army and Navy. Note the swept-back tapered wings and the twin tail structure.

2. JAPANESE 98 HEAVY BOMBER—Used by the Japanese Army, this is a low wing, cantilever, metal monoplane. It has fully retractable landing gear and wing flaps. Note the broad taper of the wings from rounded tip to fuselage, and twin tail assembly. Patterned under license after Italy's Fiat B. R. 20M, it does not attain its prototype's 256 m.p.h. at 13,448 feet.

3. JAPANESE 97 DIVE BOMBER—It is possible that planes of this type took part in the treacherous attack on Pearl Harbor, for the 97, a Japanese Navy dive bomber, is frequently based on aircraft carriers. It is said to represent an attempt to copy the U. S. Navy's Douglas TBD-1 torpedo bomber, but aside from the fact that both ships are single-engine, low-wing monoplanes with retractable landing gear, there is little resemblance between the Jap plane and the fast, high-performance American aircraft. The 97 can be identified in flight by the pronounced bulges on the engine cowling (front view); the short nose and extremely short cockpit housing (profile view); and the tapered wings with full-length flaps and the almost rectangular tailplane (full view).

4. JAPANESE 96 DIVE BOMBER—This is being used extensively in the Far East by both the Japanese Army and Navy. A blunt-nosed biplane with inter-wing bracing, it is a conventional type with straight wing and rounded top. Equally at home at a land airport or on an aircraft carrier, this dive bomber has a fixed landing gear with wheel flarings, an arresting gear, and possibly a floating gear.



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Kettner at Grape

Consolidated Progress

(Continued from page 2)

week per machine. I am in complete agreement with that proposal. I believe with Mr. Nelson that if such full utilization can be accomplished it will bring outstanding increases in output from present facilities.

At Vultee and *Consolidated* we are going to give Mr. Nelson what he asks for. Vultee for some time has been working three eight-hour shifts per day. I can say now that within a few days *Consolidated* also will be on that schedule. That is our immediate answer to Mr. Nelson's request for maximum production from existing facilities.

The achievement of this extra margin of expansion will require the will to produce to the utmost on the part of every worker. Because of that fact there is great merit in Mr. Nelson's plan to encourage and reward suggestions leading to more efficient and speedier production.

The value of such encouragement and rewards has long been recognized and practiced at the *Consolidated* and Vultee plants and, I believe, in hundreds of other progressive industrial plants throughout the country.

Just the other day I learned of a girl employed at the Vultee plant who re-

ceived as much for suggestions she had turned in during a single recent month as she got in wages for her regular work.

Intelligent management is well aware of the importance of doing everything possible to bring forward a spirit of co-operation on the part of employees. That was never more needed than it is today.

If we are to do the production job that is necessary to win this war, labor and management have got to work together and pull together. There must be coordination and a merging of effort.

There must be uninterrupted concentration upon one objective—production, with no interference from any source.

This is no time for any group, either employers or employees, to use the present critical emergency for promoting selfish interests at the expense of the national interest.

I do not believe any such unpatriotic motives are in the hearts of the great mass of employees or of employers. They want to get on with the job of supplying the fighting men of our armed forces with the implements of war.

The workers know, as you and I know, that no selfish advantage gained today by any group will be worth the paper it is written on if the war is lost. Our enemies are the only ones to gain when the American people take their eyes off the target and sit down and argue and quibble among themselves, like so many small boys over the biggest piece of pie. If we don't watch out there won't be any pie.

The President has said this is total war and that to win we must fight, every one of us, civilian and soldier alike. I believe that to be profoundly true, and I have every faith that the people of this country will heed the warning and rise to the emergency.

"Keep 'em Flying!"

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Gathering material for a radio broadcast, Charles Laughton, actor, is shown here picking up some pointers from Anna Hobbs (left), Consolidated employee. In the center is Miss Foye Kanin, writer.

Actor in Reporter Role

To further the war production effort, Charles Laughton, film star, visited *Consolidated's* plants last month for the purpose of gathering material to be used on a special radio program.

The material gathered by the actor will be used in a broadcast for the Office of Emergency Management over NBC. Laughton will be interviewed over the air and will tell the radio audience about women workers in the aircraft plants, what they do and how well they are doing it.

Laughton was accompanied to San Diego by Miss Faye Kanin, well known writer in charge of the OEM radio program.



CLEARING HOUSE FOR RIDES

Our campaign to bring together employees who have space in their cars and those who want rides has brought forth the minimum of response. Last month only four people turned in their names.

JESS BROWN offers to carry passengers to and from the vicinity of 43rd and University. He has space for five, works at Plant One, days, 7:00 a.m. to 3:30 p.m. His home telephone is T-6677.

FLOYD M. WRIGHT has room for two passengers to and from Ocean Beach and Plant Two. Wright works the night shift. His address is 4512 Del Mar Ave., and his home telephone number is B-6998.

HELEN GOULD would like a ride to and from work from any point east of 5th and University, coming down Washington or Robinson streets. She goes to work at 7:00 a.m. Her address is 3978 First Ave., and her phone number is J-3978.

H. A. McKAY, Sheet Metal Department, nights, Plant Two, would like a ride to and from work. His address is 4173 39th St.



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Consolidated Sports

By Ollie Painter

Those employees who missed the amateur show, March 7 at the Orpheum, really lost out on something that was worth \$10 of anybody's money, and the winners deserved the big hand given them by the audience. The Athletic Association should be given a great deal of credit for the affair, and when they put on another one, don't fail to see it. Cal Davenport, Irish tenor, chose the right songs to sing at the right time, and Ida Maguire, clerk in George Wire's depart-



CAPABLE KEGLERS—These fair representatives from Accounting intend to give plenty of competition to opponents. Left to right, Norman Davin, Peggy Lehman, Rita Gotes, Marion Cross and Joe Fedalin.

ment, brought down the house with her contortion act. It was the best that ever trod the Orpheum stage at any time since it was built.

Bowling

The sports parade for this month is being centered on the women, with bowling topping the list of activities. Two 12-team leagues, one each from the first and second shifts, will start bowling

about the second week in April. The women practiced during the last part of March to establish averages. Those working on the third shift who wish to bowl may do so by contacting the athletic director.

The first shift will bowl at 4 p.m., Wednesdays, and the second shift at 11 a.m. Both leagues will roll at the Tower Bowl.

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A few of the teams that have organized as this goes to press are: two teams each, from the Personnel departments at both plants, one from Production, Covering, Accounting, Engineering, Employment, Subassembly.

As for the men, many of the teams are going into their final rounds, although several new leagues were formed recently and will continue to roll through June.

Softball

There have been numerous requests for women's softball teams, and we would like to organize a league at the earliest possible date. Women who are interested in this sport should contact the Athletic Department.

There will be more than 150 teams playing softball within 30 days, according to Ralph Smith. At this writing more than 15 teams have been out practicing, and teams in process of organization should contact the Athletic Department for balls, clubs and scorebooks.

An All-Star softball team will represent *Consolidated* during the season, and positions on the team are open to those who can qualify. They are practicing every Sunday on the University Heights Playgrounds, at 10 a.m. This team will play against other aircraft companies and will enter all city tournaments.

Track

Ray Atzet has done a great job of organizing the plant track team. He was one of San Diego State College's best broadjumpers, with a mark of more than 24 feet. Bud Deacon also is working with this group and still can pole vault better than 14 feet. A few of the team members are: Lewis Morgan, mile and 880-yard run; Louis Prichard, mile; Ray Lake, broadjump and dashes; Jim Simpson 100 and 440-yard dashes, and hurdles; Atzet, broadjump, low hurdles, hop-step-and-jump, and dashes; Eldon Rogers, high jump; Alvoey Ekblad, 100 and 220-yard dashes, high jump; Bob Boone, mile; William Sailer, mile; Royd Benson, 220 and 440-yard dashes; Harlan Mülle, high jump, quarter-mile, and broadjump; Paul

Vonasek, 100, 220 and 440-yard dashes; William Stalnacker, pole vault and javelin; D. H. Measures, broadjump, hop-step-and-jump, dashes, pole vault and low hurdles; Sam Fisher, broadjump and quarter-mile; Lowell Gordy, two-mile; Milan Juras, shot and discus; Charles Trei, discus; and O. Estavillo, dashes.

Golf

Eddie Hilliard, S. D. County champion, has signified his willingness to teach any golfers who wish instruction, at any driving range specified. He can be reached through the Athletic Department.

The regular sweepstakes have been arranged by Russ Osgood, commissioner, and dates will be announced later.

The annual plant golf championship will be played some time during May or June. This event should attract at least 1000 players, inasmuch as there were more than 400 in the 1941 tournament.

Tennis

Don McClarren, tennis commissioner, says: "The singles and doubles tournament will be held directly after the Ink tournament, which should be early in June. Players should start in at once practicing."

Basketball

Although the season has ended, Ralph Smith, athletic director, wishes to thank the referees who called all plant games during the past season. A referee of a basketball game is one who really takes an interest in the game, and when he denotes his time, the fact should be recognized.

Wrestling

Ted Wilson and Danney Wharton will work with these groups, daily, for both the first and second shifts.

Weight Lifting

This great body-building sport has been coached by Everett Hussey, B-24 Motors, who is also doing a marvelous job of correction exercises. The activity is especially interesting from the standpoint of mental and physical uplift, inas-

(Continued on page 32)

Sports



SWIMMING MENTOR—William A. Clegern, Aerodynamics engineer, brings a long record of aquatic achievements to his voluntary job as coach of Consair swimmers, Monday, Wednesday and Friday, 6 to 6:30 p.m. He was a swim star at the University of Oklahoma and coached the varsity through two undefeated seasons. In 1937, he was Southwestern Junior individual medley champion; Missouri Valley backstroke champ, 1939; Oklahoma State backstroke champion in 1938 and 1939.

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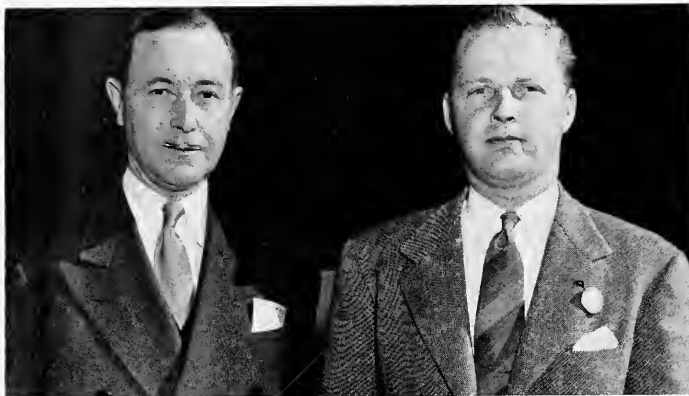
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Kane Pleased With Training Program



M. J. Kane, left, Assistant Director of TWI of the War Production Board, and Thomas P. Faulconer, Director of Education of Consolidated. Mr. Kane was among Consolidated's visitors last month at the invitation of the Company to observe our training progress. In business life, Mr. Kane is Director of Education for the American Telephone and Telegraph Company.

The employee training program at *Consolidated* has far exceeded the recommendations made for it last October, M. J. Kane, assistant director of Training Within Industry for the War Production Board, stated during a visit here last month.

Mr. Kane first visited *Consolidated* last October and at that time made recommendations for the establishment of a training department. Prior to Mr. Kane's visit last year training activities were being carried on under the supervision of H. S. Martin and T. P. Faulconer. This training provided for instruction of inspectors and supervisory personnel, and some 1,200 men in the University of California E.S.M.D.T. engineering training program.

Following Mr. Kane's visit, I. M. Ladon, executive vice-president and general manager, organized the Department of Education under the direction of Mr. Faulconer. According to Mr. Kane, this department not only has carried out but exceeded his recommendations of last year. *Consolidated's* training program for leadmen and foremen, although started later than in other plants in the industry, now has caught up with the trend, he said.

The program of the Department of Education offers training in any field from simple bench work or blueprint reading to advanced spectrography, structural analysis and hydrodynamics. The employees attending these classes have varied in position from the newly-hired clerk or riveter to top-flight engineer or vice-president.

GREETINGS, TEXANS!

Greetings to you who have been transplanted from this sunny coastline to cordial land of high-heeled boots and long-horned steers. Greeting, also, to those of you who have joined up under the *Consolidated* standard without benefit of a warm-up on this Pacific shore.

Old buddies are and will continue to be missed, but distances, even such as those known in Texas, cannot make spirits droop because this whole wide nation is a work bench and all of us realize that the speed with which we return to the old days depends upon speed with which we supply the implements needed by our armed forces.

At this end of the bench we look with pride at the spirit and enthusiasm with which you over there have tackled your job.

NUTRITION AND YOUR JOB

By Marion Randall

What food should we eat? This is an important question for all of us who wish to enjoy good health and to be efficient in our jobs.

Long ago the competent steam engineer discovered that there is more to steam power than merely stuffing the engine with fuel. Likewise the modern home-maker knows that food will not produce the maximum amount of efficiency in the body unless it is chosen with regard to kind and quality as well as quantity.

The mechanism of our bodies is more delicate than that of the finest plane. Yet we are likely to be careless in our concern over its welfare. Our war effort has suffered because of a general heedlessness for the rules of nutrition. Many men examined for our armed forces were found to be suffering from disorders which were the direct result of improperly balanced diets. Days lost by war plane builders often can be traced to the same cause.

Your food should yield sufficient fuel to supply energy for your work. It should also fulfill the requirements for tissue building and repair along with adequate amounts of minerals and water for body regulation. And last, and by no means least, it should furnish sufficient amounts of each of the essential vitamins.

With this in view, it is well to set up an outline upon which to base your meal-planning for the days ahead. Following are the rules for good nutrition. These foods should be eaten every day:

Milk—at least a pint for adults, more for children. Substitute for fresh milk is cheese, or evaporated or dried milk.

Oranges, tomatoes, grapefruit, or raw cabbage—at least one.

Vegetables—green, leafy, and yellow—one big helping or more—some raw, some cooked.

Potatoes and apples and other vegetables and fruits.

Lean meat, poultry or fish or occasionally dried beans and peas.

Eggs—at least three or four a week, cooked any way you choose.

Bread and cereals—whole grain products or enriched bread and flour.

Lack of vitamins cause a long list of diseases and disorders including stomach disturbances, mental depression and abnormal physical exhaustion.

Vitamins are contained in most fresh foods and chiefly in fruits, vegetables and milk. If you are a normal healthy person and eat these foods abundantly you will not have to spend your money on vitamin tablets.

Science, having expanded its knowledge of nutrition, permits us to take advantage of a larger stature, greater vigor and an increased span of life.

NOTICE

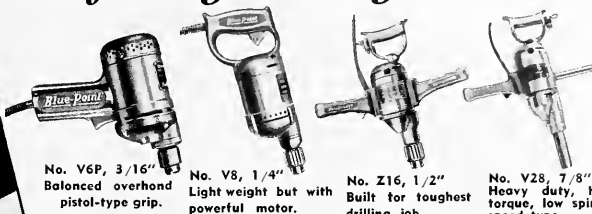
With this issue the *Consolidator* will be suspended as a monthly, and will become a quarterly publication. To speed dissemination of plant news, a weekly paper will be issued in addition to the quarterly *Consolidator*. The new publication will be known as *The Consolidated News*. The first weekly edition will appear soon.

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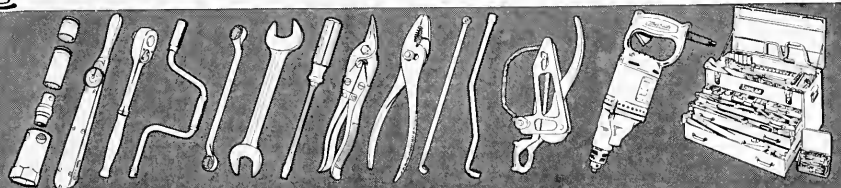
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You have to **handle** a Snap-on drill to appreciate its many fine points, its "shiver-proofed" smoothness, dependable power, easy handling. And that's why we are glad to bring any or all of Snap-on's 18 different drills direct to you to "see and try before you buy." Just phone or write our office here in Los Angeles and you'll get prompt service on drills, or any of the 3,000 other tools in the Snap-on line. Write or phone.

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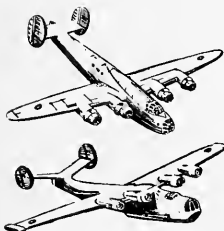
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CONSOLIDATED Lapel Pins

Wear your Emblem! See these smart gold-filled Lapel Pins that are replicas of the famous PB2Y and B-24 Consolidated Bombers.

Your **\$1.00**
Choice . . .



\$3.95

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BARANOV'S
FIFTH AVENUE AT BROADWAY

WEAR this handsome ring and let the world know that you're doing your bit at Consolidated. Massive Sterling Silver Ring with official Consolidated Emblem Top. Eagle in red, white and blue enamel. A ring you'll wear with pride!

THE SAME
STYLE RING

In 10K Natural Gold . . . **\$35**

Fashioning Bomber Parts in Plaster



At left Cass Murawski (left) and Jack Boast are shown scraping the surface contours of a plaster pattern of a feeder die for a PB2Y engine cowling. When it is finished it will be sent to the foundry. Shown at right is the pattern of a die for a carburetor air scoop about ready for the foundry. Eldon Turner is putting the finishing touches on the job.

By Richard David

During the past two years the Plaster Shop has been beset with problems involving not only an increase in production but more precise workmanship. Since the great increase in business, production has been speeded up to take care of dies that had worn out sooner than usual because of constant use, and because additional parts were being made by the drop hammer method since it was more adaptable to their production than such methods as Hydro-press. However, since the underlying principle of the entire program was to speed up the production of the whole airplane without sacrificing efficiency, drop hammer parts and, therefore, the foundry and plaster products necessary for them, had to be practically precision instruments.

The whole problem, then, for the Plaster Shop has been to turn out many more different patterns than before, and make them more often. At the same time, these patterns must be produced to a high degree of efficiency. Even after the foundry has made a casting from the pattern, the drop hammers must be able to pound out finished parts, that will fit into the plane with only a minimum amount of additional processing. To do this job the Plaster Shop has had to rely mainly upon additional manpower, for the shop is still reliant upon small power machines and hand labor to produce the patterns.

The actual job of the Plaster Shop is to prepare from tool design specifications plaster patterns from which drop hammer dies can be made. These patterns usually are made from lofted templates, although in some cases sample parts or wood forms are used.

As soon as the tool design order has been received and the templates are sup-

plied by Loft, work can start on the preparation of the plaster patterns. The method to be used in making the patterns is decided upon by the men in the Plaster Shop, since each patterns presents its own distinct problems. However, the general procedure is the same. Considerable preparatory work is necessary for the layout of the pattern must be exact and all of the work is done by hand.

The first stage of production of the plaster patterns is the mock-up, and comprises a rough interpretation of the tool order dimensions in visual form. To

do this the templates are placed in the proper sequence and a supporting framework of wood built around them. This is done to hold the templates in a fixed position throughout the plastering process and to give the workmen a framework on which to work.

After templates and their wooden frame supporting have been erected they are covered with successive coats of shellac, lacquer and steric acid. This is allowed to dry, then a thin coating of plain plaster is splashed over the entire framework. After this plaster has dried to the proper state another heavier coat

R. A. Hanson (left) and Fred Burden are shown setting up the templates prior to making a plaster mock-up. Plaster will be splashed around the templates and backed up with a plaster and hemp backing.



of plaster, this time mixed with thin shreds of hemp, is applied to the underneath side of the framework and in other places to serve as a backing and support to the thin surface plaster coating.

When the entire plaster mock-up has been dried properly the surface coating is scraped and smoothed so as to conform to the exact measurements of the templates. This is all done with hand operated tools and requires extreme care and considerable time. Where the mock-up is large in size and the exposed surface is regular, one large template is passed over and back across the surface to give it the desired smoothness. After this process has been completed the mock-up is given successive coats of shellac, lacquer and steric acid, this being done to give the plaster a water-repellent characteristic.

Now the job is ready for the actual making of the pattern. A wooden or metal framework is built up around the mock-up and dike boards attached at the proper angle so as to allow for easy casting. The same procedure is followed in making the pattern as was used in making the mock-up, starting with the thin coating of plaster splashed over the surface of the mock-up. This is allowed to dry properly before the backing of plaster and hemp is applied. Plaster patterns at *Consolidated* are made hollow rather than solid plaster as is done in other aircraft plants. The hollow patterns are supported on the inside with iron rods thereby saving not only plaster but weight.

When the plaster in the pattern has dried sufficiently, it is lifted from the mock-up, dressed up and made ready for

the foundry. Each plaster pattern has its own individuality, as the plaster for no two patterns contains the same exact formula of ingredients and each requires its own particular method of approach. Looking forward to the day when the stocks of hemp may be depleted and the only source, the East Indies, also cut off, the Plaster Shop is thinking of the possibilities of using excelsior as a substitute or of mixing a plain plaster stronger than even the hemp-plaster mixture.

Thus, the plaster pattern is made, through several stages with about 90 per cent hand work. Speed is attained principally through the skill of the men. Patterns have been made in as short a time as two hours, making possible the complete processing of a job from Plaster Shop to finished Drop Hammer part in twelve hours. Very few of the men have had any plastering experience, except that which they have received at *Consolidated* or some other aircraft plant. The Plaster Shop here, depending upon the skill of its men to produce the speed and efficiency demanded, has seen the total personnel increased considerably. But, also, it sees new faces continually coming through its doors which means time out for learning and teaching.

Make Suggestions Pay; How Plan Works

Consolidated has long rewarded employees who turned in practical suggestions. On Jan. 27, however, a regular Employee Suggestion Plan was established, and the company announced that a com-

mittee had been formed to receive suggestions, judge their value and make awards on the basis of merit for those adopted for use in the plant.

With the establishment of a regular Employee Suggestion Plan, Jan. 27, *Consolidated* announced that a committee had been formed to receive suggestions, judge their value and make awards.

"While the number of suggestions received the first month was reasonably large, it is felt that many more of our employees have worthwhile suggestions and it is hoped succeeding months will show a large increase," Maj. H. S. Martin, Suggestion Committee chairman, said recently.

He stated that suggestions received show the desirability of some additional information, which will assist the committee and employees who participate:

(a) Suggestion blanks are placed in all boxes at least three times a week, so there should always be an ample supply. Please use the form and fill it in completely.

(b) Since handwriting is sometimes illegible, please print.

(c) Since suggestions may be considered by different people, it is desirable to put separate suggestions on separate blanks.

(d) Suggestions are collected at least once a week. However, it is intended that suggestions for any one month will be closed on the 25th of the month. Suggestions received after that date usually will be included with those received the following month. Consequently, please get your suggestions in early.

(e) A number of suggestions are received which are in the nature of minor complaints. Such suggestions will be referred to the proper department for consideration and correction if advisable; however, they are not ordinarily considered as suggestions.

(f) Whether the suggestion is signed or not is a matter for the individual to decide. If not signed, the number on the retained stub will identify the suggestion; however, it is not practicable to acknowledge individually such suggestions. Those believed to warrant an award will be announced by a suitable notice.

Those whose wallets were fatter as a result of awards made during the month of January, and their rewards are as follows:

J. C. Halsey, Wing, \$25; Tony Garfield, Wing, \$10; Elmer E. Homan, Maintenance, \$50; C. H. Spaethe, Final Assembly, \$50; C. B. Sebring, Blister, \$25; Loren C. Wilson, Blister, \$25; N. K. Wellman, Final Assembly, \$40; Henry J. Komos, Hull, \$50; H. W. Jollett, Inspection, \$5; A. A. Scholz, Final Assembly, \$5; B. G. Balzoff, Final Assembly, \$5; John J. McDonald, Jr., Inspection, \$25; E. Raymond, Sheet Metal, \$10; Frank E. Worster, Primary Assembly, \$25.

This is a completed mock-up for a die of a bomber engine cowling. Louis Forrington is putting on the finishing touches prior to making the pattern.



Employee Activities Has New Director



F. M. Sandusky

Ralph Smith, athletics and recreation; E. G. Borgens, music; and Don Irwin, outside activities.

New activities for all employees are being planned according to Mr. Sandusky. They will include athletics, recreation, music and other programs for the benefit and enjoyment of both new and old employees. Because of the change in working hours, it is expected that the workers will have additional time in which to participate in the employee ac-

tivities planned by the department, Mr. Sandusky said.

Born in Nashville, Tenn. and educated in Virginia, "Sandy" Sandusky (the "Sandy" is self-imposed for convenience), was an Army flyer in the first world war. Following 1918, "Sandy" was active throughout the country in almost every phase of the entertainment field. More recently he was director of exhibits for the San Diego Exposition in 1935-36 and for the San Francisco Golden Gate Exposition in 1939, and directed both the exhibits and concessions at San Francisco in 1940. He was to have directed the planning of the next world's fair to be held in New Orleans but it was cancelled after the declaration of war in December. "Sandy" is married and has one daughter who is a junior high school student in San Diego.

Welfare Department Needs Your Help

The Welfare Department is set up to help *Consolidated* employees in a lot of ways. It is doing a grand job of bringing assistance and cheer to hundreds weekly who suddenly have found themselves the victims of harsh circumstances. With your cooperation a better, more efficient job is possible.

Consolidated is a great big place and

the larger it grows the more difficult it becomes to keep the records straight since there is a tendency under present circumstances for the population to shift constantly.

Too many times the Welfare Department has set out on errands of mercy to find that the persons they seek to help have moved, leaving no forwarding addresses or no hint as to their present whereabouts. Naturally when welfare workers have to search up blind alleys for employees who neglected to keep address changes up to date it means lost time and prolonged suffering and inconvenience for all who need and want Welfare's services.

Welfare's job is to help you and it's your job to see that changes of address are properly noted so that you can be quickly reached if and when the need arises.

Changes of residence should be left with the clerk of your department. Ask your clerk for a change of address card, fill it in and return it to the clerk who will in turn forward it to the Personnel Office. You owe it to yourself, others in need of aid, and the Welfare Department to do your part in keeping your record up to date at all times.

"Keep 'em Flying!"

Gifts for Every Occasion, "She" and "He" Will... cherish for time to come



Diamonds, Watches
Distinctive Jewelry
Dependable Quality..

Easiest
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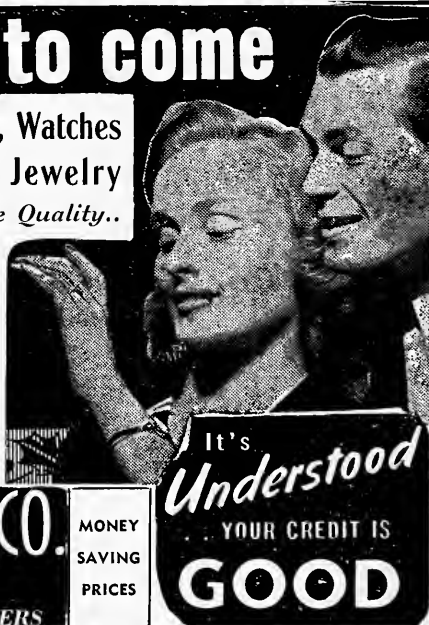
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It's
Understood
YOUR CREDIT IS
GOOD

"NICE DOGGIE"

Something comparable to a B-24 of the kennels is Midget, 200-pound pooch belonging to Mrs. Elizabeth Heath, Consolidated switchboard operator who sometimes doubles on the reception desk at Plant One.

Midget looks like something designed for a saddle and bridle. In fact the Tail-waggers Association of Los Angeles is of the opinion that he came from a race of wild ponies. From nose to tail he measures about six feet. He is over three feet at the withers and if he rears up on his hind feet his nose reaches an altitude of nearly seven and a half feet.

Size alone makes Midget a valuable watchdog, but it would be as safe to mess around with 200 pounds of dynamite as it would to court his bad will. Treated with the proper respect which he naturally inspires, Midget is not unfriendly to adult strangers and is particularly cordial if they feed him. He wants no part of children, though, and it is not safe for them to go near him. Youngsters used to tease him and now he is "off" of all of them for life.

You can't look at this big pet without wondering what he requires in the way of food to keep him going. As you probably suspect the problem of providing for an animal that can and has

eaten a calf in three days is not a simple one. He takes aboard seven pounds of food a day and drinks two quarts of water. He'll dip into almost anything in the food line, but pieces de resistance for him are meat and avocados.

Midget has never been entered in a dog show because he is a mixed breed. His father was a Great Dane and his mother, a short haired St. Bernard, both

full breeds. He was, however, extended a special invitation by Mrs. Jack Oakie to attend the Beverly Hills Dog Show about

(Continued on page 22)

Mrs. Elizabeth Heath and her 200-pound pet, Midget.



Drink EASTSIDE THE *Genuine* LAGER BEER

LABORATORY
CONTROLLED

The finest ingredients money will buy—the skill of one of the world's really great brewmasters—and absolute laboratory control—produce a beer unexcelled in deep, mellow flavor and wholesomeness.

Buy by the Case

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Harry S. Wosk Says:

Here's ^{THE} Secret
to dress smartly... pay
less---on easiest terms:

MONROE ALL WOOL - BETTER - SUITS

★

WILSON BROS. SHIRTS
Underwear
Socks, Ties, are quality famous

★

BOOTH ALL-LEATHER SHOES
for comfort and wear

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Your every clothing need!
Come! See!

free 
APPROVED
CONSOLIDATED
LAPEL WING
to IDENTIFY your EMPLOYEES
NO COST! NO OBLIGATION!

✓ Also Headquarters
FOR

DIAMONDS! Jewelry!

AMERICA'S
FINEST **WATCHES!**

GIFTS for every occasion!

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prices -

Your Checks Cashed!

Harry S. Wosk
• OPEN Evenings
• 228 Broadway
Half block West of Grant Hotel
• 334 Broadway - across from S. D. HOTEL

Consair Stars Twinkle in Amateur Show

Consolidated talent was paraded before an enthusiastic audience that filled the Orpheum theater to capacity last month as plant amateur performers participated in an all-star show under the auspices of the Consolidated Employees Athletic Association. The audience picked the winners and top honors went to a Wing Department Irish tenor, a petite dancer from Final Assembly, and a baritone from the Purchasing Department.



Cal Davenport

Davenport, tenor, of Wing Department, Plant Two. Cal collected \$25 and in addition received as a surprise gift a radio from M. Maisel of United Furniture Company. "Danny Boy" was the

Some 2,000 air-crafters saw the show which started at midnight with a concert by the Consolidated Band conducted by Ed Borgens. A feature motion picture and a news reel followed and then Chuck Morgan took over as master of ceremonies.

The first prize was won by Cal Davenport, tenor, of Wing Department, Plant Two. Cal collected \$25 and in addition received as a surprise gift a radio from M. Maisel of United Furniture Company. "Danny Boy" was the

song that captured the fancy of the audience.

Ida McGuire assisted by her dog, Warrior, easily collected the second prize money with her acrobatic dance and contortion act. Her prize was \$15 and Nate Baranov tossed in a gold wrist watch as a surprise package. Ida works in Final Assembly, Plant One.



Ida McGuire

The \$10 third prize went to Bill Armstrong, baritone, of Purchasing Department, Plant One. Besides the cash prize Bill received a carryall bag presented by Stanley Andrews Company.

Following are the others who made huge contributions to the success of the show: Thermon Sapp, cowboy singer, Metal Bench, Plant Two; Ronnie Morgan, comedy song and dance, Final Assembly,

— YOU DON'T NEED A —
PERMIT
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O.P.M. Tire Inspectors



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GOOD NEWS!

Tell your friends and relatives of the marvelous chance awaiting them at Casper, where the opportunity to train for a grand future in aircraft is theirs for as little as \$75 to \$95. Personal instruction in sheet metal, welding, riveting, assembly, blueprint reading. Pass on the good word! San Diego's aircraft industry needs thousands of additional workers. Men and Women.

Day & Night Classes 
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Between Kettner and Pacific

Plant One; Joseph Austin, singer, Tool Room, Plant One; R. W. McAfee and sons, playing and singing; Jimmy Williams, impersonator, Drop Hammer, Plant Two; Johnny Gray, singer, Purchasing, Plant One; Oralie Waite, violin, Purchasing, Plant One; Bob Funkerhauser, cowboy singer, PB2Y-3, Plant One; Martin Wagner, ukelele, PB2Y-3, Plant One; Terry Burch, singer, Woodshop, Plant One; Jesse Epperson, rope spinning, Final Assembly, Plant One; Sid Sokolow, singer, Primary Assembly, Plant Two; Sid Levarentz, one-man band, Experimental, Plant One; Charles Mayer, singer, Tank, Plant Two; Ruth Hicklin, singing and whistling, Final Assembly, Plant One, and Rulon Waite, baritone, Purchasing, Plant Two.

The show was such an all around success that plans have been made to stage a similar one in the near future. Amateurs who would like to enter their acts in the next show should send their names, addresses, and type of acts to Ralph Smith, Welfare Office, Plant Two.

CLASSES AT LINDA VISTA

Quincy A. Wemple, chairman of the adult center at Linda Vista, has announced the following classes in the Kearny high school center.

Speech Arts, Blueprint reading, Mechanical Drawing, Mathematics, Typing and Shorthand, Clothing and Home Furnishings, Home Crafts, Parent's Observation and Child Care, First Aid and Air Raid Warden training.

Classes are held each Tuesday and Thursday evenings at 7:30-9:30. Mr. Wemple will be glad to confer with anyone who is interested.

"Keep 'em Flying!"

B-24s RIP INTO NAZIS

A special message from Gen. H. H. Arnold, chief of the Army Air Forces, to *Consolidated* employees, was received last month describing recent feats in war operations by our big four-motored land bombers. The message follows:

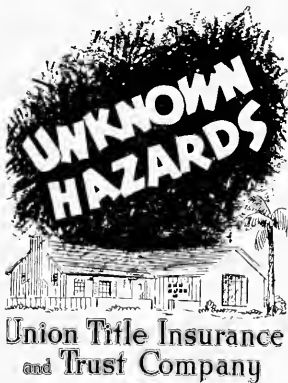
"Long - range, heavy - hitting *Consolidated* bombers are bringing destruction to the enemy over the Atlantic. With a British coastal command pilot at the controls one of your planes slid out of a squall in the Bay of Biscay to attack a German supply vessel. A submarine showed up alongside the Nazi ship, but the first stick of bombs knocked her out. Next the *Consolidated* was attacked by two Nazi Heinkel planes. Both were driven off. One fell in flames. Then the enemy steamer was machine-gunned and bombed. A tough day for the Nazis—made in America.

"Other *Consolidated*s the same day helped sink three U-boats and shot down two German Fulke-Wulfes on the Atlantic patrol. Your *Consolidated* ships are everywhere over the ocean lanes."

(Signed) General Arnold,
Commanding the Army Air Forces.

H. Taylor, *Consolidated* employee, who formerly lived at 4042 Highland Ave., please contact Miss Grace Pauline (Talbot 3483) regarding a letter from England.

A UNION TITLE INSURANCE POLICY insures against



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SAN DIEGO
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☆ "KEEP 'EM ROLLING"—that's our slogan here at Bay Shore Motors . . . our guarantee to you aircrafters of continued, economical transportation! Expert mechanical and maintenance service by factory trained mechanics using factory approved tools and equipment. High-class work—reasonably priced! Bring your car in for regular check-ups!

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**BAY SHORE
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SERVICE ENTRANCE: INDIA
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EYEGLASSES



Many aircraft workers suffer from the effects of REFLECTED LIGHT. This often results in headaches—eyes feel tired—eyes burn, etc. Special ANTI-GLARE LENSES are prescribed to correct this condition. You can have your eyes examined and glasses fitted on convenient weekly payments.

DR. STANLEY S. HYMES
OPTOMETRIST
650 BROADWAY M-2834



and use a
**90-DAY CHARGE
ACCOUNT**

No down payment. Three months to pay

PAY WEEKLY OR MONTHLY

Complete departments for both men and women, featuring Brooks famous standard of style plus quality, plus value. For many years San Diego's outstanding clothing store.

Always happy to cash aircrafters' pay checks

BROOKS

416-18 BROADWAY

Open Saturday nights till 9 p. m.

First Aid Now Has Scooter Ambulances

A recent addition to the equipment installed to facilitate the handling of emergency cases are scooter ambulances which are designed to dart quickly into action in congested areas in the plants and even those nooks and corners where space is at a premium.

The scooter is a two-seated affair which accommodates a driver from the central First Aid station and a nurse. Attached to the scooter is a side car on which rests a stretcher. The stretcher is covered completely by a light canvas hood.

The machine is equipped with standard emergency accessories including a red light and siren.

At the present time there are two scooter ambulances, one for each plant.

"Nice Doggie"

(Continued from page 19)

three years ago as a feature attraction. He was taken to the show, installed in a special section and announced to all corners as "the world's largest dog," a claim that has not been disputed. With the show came the opportunity for Midget to hobnob with movie celebrities, many of whom posed with him for the benefit of news reel cameramen. In this instance he co-starred with Bette Davis, Marlene Dietrich and others.

This wasn't Midget's only trip to the film capital. Another time he was sent for by Rennie Renfrew to try out for a part in "Wuthering Heights." He was going great guns in rehearsal until two Great Danes were brought onto the set. In a wave of temperament he flew into a rage and nearly tore up the set as well as the rival canine actors. He ended up by throwing a scare into the trainer; thus a possible career in pictures came to an abrupt end.

Midget has packed a lot of living into his six years and from the looks of the big beige pup he'll go on and on enjoying himself and his daily seven-pound tid bits.

The country's largest user of baby nipples is the Wright Aeronautical Corporation. Slipped over small openings they prevent foreign objects from falling into engines during manufacture.



In these pictures Nurse Celestia Knopp and Tom Leonard of First Aid station are shown demonstrating one of Consolidated's new scooter ambulances. The "patient" in the upper picture is Cecil Ray.

DON'T RUN!

Plant executives are still cautioning employees about accidents, and a recent incident occurred during a rainstorm that could have caused permanent injury to Ollie Painter, sports columnist. He had just left the Welfare office at Gate 2 when a young man, running very fast (which is absolutely prohibited), caught Painter off balance. As a result, he was knocked flat on his back, his head hitting the cement a heavy blow. Fortunately, no serious injury resulted, but he got a thorough soaking from landing in a big pool of water, and his dignity suffered somewhat.

EYES EXAMINED

OPEN EVENINGS
till 9:30 P. M.

DR. WALTER F. DURFEE
OPTOMETRIST

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**Motor Hardware
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★ Starrett, Plomb, Crescent, Wiss, Klenk, Gerstner & Kennedy Tool Chests. Home Shop Equipment.
Quality Hand Tools




It's One Way We Can Help!

★ THE National Defense Program recognizes the conservation of eyesight as one of the most important contributing factors to all-out production . . . that's why every defense worker's home should have the best of light. Good light at home—for reading or studying—means eyesight protection and conservation of energy needed for wartime tasks.

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New
**GRANT
COFFEE
SHOP**

foremost in
beauty, cuisine
and service



*Finest IN
THE COUNTRY*


Complete lunches
and dinners
start at
53¢



"This
EXTRA VALUE
is a good 'buy'"

QUALITEE
Vitamin D Milk
HOMOGENIZED

Sold in
SEALED HOOD
bottles for
extra protection



**FAR EXCEEDS THE
STANDARD SET BY LAW**

Office Chatter . . .

BETWEEN DARK AND DAYLIGHT (Tool Design and Production Planning, Nights)

By Ollie Painter

DOTS and DASHES: This department is pleased with its new quarters in Building 5 . . . We have added the names of F. T. Copeland, I. T. Homan, and Dick Kinsella to our service flag, making a total of 19 . . . Mrs. Louise Smith Wickstrom, Omaha, Mrs. Gladys Decker, Richmond, Va., Mrs. Twilla Hunter, Oregon, Mrs. Madelyn Marr and Mrs. Anna Latham, San Diego native daughters, have been added to the feminine roster . . . S. Chemnick always gives up seat to pretty lady in street car . . . Joe Bachman, Connecticut Yankee bowler . . . R. W. Jensen believes in wearing everything green . . . Frank Lindsey never wears a coat . . . J. Earl Lawrence and C. W. Clarke discussing the war situation . . . E. Krueger, married a month and picking up weight . . . Dimpled Dorothy Brown . . . Gabby Schultz has learned about F. B. Watkins' two very black eye . . . Saul Wolf, J. R. Renner and Roger ("Red") Wren, "Three Musgetheirs," congenial timekeepers . . . Tee-Kay Phillips, Punch Press Crib, has last imported checkered cap . . . Ted Watkins, assisting government in ranching, has three horses, a cow and calf, ten goats and three setting hens . . . Eugene Fowler's Audrey in Milwaukee coming to San Diego due to publicity received in *Consolidator* . . . Frank Shivers, former Madison, Wis., taxi-cab magnate . . . Fred Allen, muscle-bound . . . Ray Grey, inquiring for a watch maker in Tool Design, to start his watch, father of a new daughter . . . Willie Matselboba, hamburger tester . . . Bill Sullivan singing "Asleep in the Deep" in his sleep . . . A. E. Smith sticks to the old-fashioned long underwear . . . Bill Lanier, golfer and bowler, sports cartoonist on San Diego Union, when a boy, not long since . . . New Night Tool Design bowling league going big . . . C. W. Clarke has discarded his steel toothpick . . . G. B. McAllister, "desert rat" over weekends to get sun-tan . . . Ray Peters anticipates Admiral's commission instead of Ensign . . . Ralph Smith, ghost writing for weekly paper, but picture is payoff . . . Charley Dietrich, Night cop, ex-professional golfer . . . P. R. Winslow reenters E. Krueger being classed as a trouble shooter . . . Marvin ("Marcel") Moar, improved

golfer . . . Dick Kinsella, swimmer, now in Merchant Marine . . . Epidemic of cowboy boots, Marcha Moyer walking heavily . . . Roger Wren, former lineman on Missouri Teachers' football team . . . Russ Harris, tall and slender Beau Brummel . . . Bryant Williams, from "The Heart of Texas," direct descendant of the Alamo. E. G. ("Brad") Bradshaw, busier than last month with new job . . . Miss Josephine Moscrop, Omaha, tea tester . . . L. W. Thurman continues to gain weight . . . William Whiteside, recently married, in terrific hurry to get home every morning.

PERSONNELITIES

By Irene Heilig

An effort has been made to stimulate interest in a women's bowling league with competition slated for Wednesday afternoons at 4:30. Several girls in our department signed the notices sent out by Athletic Director Ralph Smith, but in the opening campaign Personnel was represented by a lone bowler. Where were you, gals?

Several of our group have gone to Texas. Among them was Cary Main, whose journey was sweetened, we hope, by a box of candy, and Adelaide Resch, who should remember us by a shell necklace which was given her in parting.

Heard about the measles? They are kicking around. Norma had us believing she had 'em recently but it turned out to be a false alarm. Not so with Hazel and Mary, though, they got themselves a bonafide set of "spots."

New faces on the day shift are Dixie Armenta, a new member; Hilda Potts and Irene Williams. The latter two were transferred from the swing shift.

SPARE RIBS

By Julie Pedroarena and Margaret Marks

Little Pat Wilhite, 5 feet 1 inch, and not-so-little Tommy ("Gin") Holland, 6 feet 6 inches, are making calf eyes all over the place and are outdone only by the now-tamed "Wolf" Behrendt whose Bonnie works days. Scott Buckley's latest announcement is that he's still an eligible bachelor and rumors follow that he's looking for a blonde.

Spares Department has moved "over" again. Had quite a housecleaning, rearranging furniture and what not. Eddie Hager popped in from Fort Worth, looking fit.

Art King versus Tommy Johnson at Balboa Park. Nope, not a fight, but a final for the golf club championship. Seems Johnson sneaked a little practice on King—when his whereabouts was questioned he was found at the 18th hole, but behind the 8-ball!

Jack Gott has a new pair of shoes, which accounts for a decided limp. Next time he says he'll wear boxes. Spares, nights, welcomes Virginia Lehmann to the second shift from days, Bessie Wardman and Phyllis Pritchard will take the third shift.

Burke Smith's swimming pool was just nearing completion when he decided to turn it into a bomb shelter! Let's keep those spare parts moving and eliminate the reason for bomb shelters.



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PURCHASING MEMOS

By Helen Gayton

If you noticed Katie Woods' beautiful roses they were from her husband in Honolulu.

We just got used to that cheery laugh of Art Cook, buyer, and then the Army made him a lieutenant. We certainly miss you, Butch.

This is a warning that a vigilante committee has been formed to trap the culprits who have been making away with our pens and pen holders during the night.



The picnickers shown in the above picture are Mr. and Mrs. Bert Bailey and son, Allan (Mrs. Bailey is in Sheet Metal Department), Mr. and Mrs. Alby Mierlot of Solar Aircraft, Florence Hosey, Traffic; Eileen Ewbank, Purchasing; Helen Gayton, Purchasing; Lou Henrie, Traffic; Freddie Briggs, Jigs and Fixtures; Doris Mitchell, Purchasing, and Russ Ewbank, Purchasing.

Weddings involving members of this department have been numerous. Among recent convergers are, Russ Ewbank, formerly boss and secretary; Mary Lou Clark and Billy Williams; Wayne Dooley and Jean Mahler; Tex Roack and his Texas girl; Ruth Elliott, who became Mrs. Hoy, and Johnny Long and Margie Bleifuss.

PLANT TWO NEWS

By Joe G. Maguire

Your reporter was recently transferred from Plant One to Plant Two. I was immediately impressed with the smooth, fast and efficient operations of the northern works.

I went in to see Steve Powell and there is plenty to back up his statement that this is the world's finest airplane plant.

My interview with Mr. Powell brought out the fact that this plant has one weakness and that is inadequate coverage of the news for the company magazine. Hence this column is written in an effort to remedy the situation. If members of this huge organization will cooperate and send its news to me in care of the Planning and Processing Office we hope to cook up a column that will be of interest to all our readers.

If you have heard any moans around Hull No. 2 it may be because of the loss of George (Keep 'em Flying) Galley. George is now night foreman of Hull No. 2.

On several occasions I have been asked for an opinion in regard to women working in production departments. When women first came into the

shops they naturally became objects of considerable curiosity. Some skeptics shook their heads, others thought that women were definitely out of place in the shop. Opinions on that subject have been altered sharply and now it is generally established that women can and will undertake any assignment and do a good job of it. My appraisal is that because of women there is a higher morale around the shop, more smiles and less growls, and a general stepping up of production.

Farewells have been said to George Newman and Steve Powell and they have gone to carry on in the Lone Star state. We shall miss their inspiring leadership. They carry with them our best wishes and hopes that everything they undertake will meet with success, and that goes also for Herb Ezzard who picks up the reins at Plant Two.

PLANT POLICE NOTES

By K. A. Sears

An obituary is a little out of the ordinary line of chatter one finds in this column. Yet it will not be entirely out of place to say a few words in tribute to George J. Tompkins, our former Chief, whose sudden passing on March 2 saddened his many friends and associates.

Since there will be many other words spoken of him in remembrance, let us say only that there is not a man in this department but will express appreciation for all the Chief did for us. Very seldom is it possible to work for anyone who is as pleasant and enjoyable to know. All the men in this department join in expressing sympathy to his wife, his children and his grandchildren at their loss.

In our last column, we introduced M. A. Hannan, Director of Plant Protection. Now let us present C. J. Latimer, who has assumed the duties of Chief of Plant Police and Mr. George Savage, Office Manager for this department.

PERSONNEL NOTES & QUOTES

By Elsie Simpson

Since we last went to press Grace Hull, former supervisor, is now living in domestic retirement. Her duties have been assumed by Anne Robinson, our old friend of "super-swing-shift" days. To Grace, our best wishes and to Anne, a warm welcome.

Our little Lornel has been advanced to the position of secretary to Ralph Smith, athletic

Office Chatter

(Continued on next page)



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(Continued from Preceding Page)

director. Other changes in day shift personnel include such comely reinforcements as Elaine, Jeanette, June and Virginia. We also have a new interviewer, Bowman Crow, who, by the way, is open for immediate congratulations 'cause he's a new papa—an eight pound baby girl named Susan Ellen.

Expert sleuthing by our swing shift sister, Harlene, brings out the fact that the swing shift has parloined Bernice and she's there for keeps because she is so expert in keeping "on the beam."

Bowling has come into prominence among swing shifters. Two of that shift's smallest girls, Hazel and Irma, are tied for top honors with scores at this writing of 200. Runner-up is a comparative newcomer, Marguerite.

The night shift has been so busy sending their girls up on the line that we can't keep up with them. We do want to welcome, Billie, Dorothy, Gladys, Betty, Edith, Mary, Varelia and Darline.

ONE O'CLOCK JUMP

By Mary Ellen Suanton

Central Files has drawn heavily on the mid-west for new members and one newcomer is from Hawaii. New filers are, Norma Peterson, Nebraska; Gladys Rowe, Marjorie Guyer and Genevieve Revere, California; Opal Ferguson, New Mexico; Betty Watkins, Hawaii; Frances Feagen, Kansas; Marjorie Linford and Margie Thelen, Iowa.

Members of Central Files gang were entertained recently by Mrs. McArthur in her new bungalow.

New Mission Beach residents are Elaine Malm and Penny Gray. Both have moved into new houses.

Esther Quilez has a special police escort home every night at 1:00 a. m., thanks to San Diego's accommodating police department.



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CENTRAL FILINGS

By Harriet Goodale

Margaret Perkins has returned to work after a bout with the measles. Her's, she insists, were not the German variety, but "victory" measles.

Glamor and more glamor has come to Central Files along with a bunch of new recruits. Welcome to Linda Arvin, Imogene Smith, Alda Hugo, Evelyn Peppert, Bertha Fisher, Anna Vallee and Gwendolyn Bunt.

Under the heading of picnics we have the story of five stenos from this department who wanted to get away from it all and drink in the peace and quiet of the country. Loaded with the usual picnic equipment, the quintet took off one sunny Sunday for a predetermined objective, which they discovered on arrival was smack in the middle of an artillery unit. The soldiers immediately took command of the situation and, according to reports, proved to be marvelous hosts. The girls were entertained royally with horseback riding, bicycling, and rides in a jeep. The climax of the day was an invitation to dinner at the camp mess. There's definitely something about a soldier—but a whole army—woo, woo!

Two transfers from our office are Josephine Hamann, now in the Communications office, and Alda Hugo, who has gone to the Service Department.

MRS. KELLY CHRISTENS BOMBER

Last month Mrs. Colin Kelly, widow of the war's first U. S. air hero, came to *Consolidated* to christen a B-24 bomber "The Colin Kelly" at a dedication ceremony held at Plant One.

Mrs. Kelly, who is making her home, with her son "Corky" at Los Angeles is employed at a defense plant in Los Angeles. Mrs. Kelly has indicated in press statements that she is anxious to drop from the public view and is desirous of establishing a perfect record on her job. It was only when the War Department assured her that the plant employing her would be pleased to consider the dedication a part of the national defense program and maintain her perfect record to date that she accepted the invitation to christen the B-24.

A recent communique from the besieged Philippine Island forces says that the troops on Bataan have each assigned one month's pay for Defense Bonds and Stamps. To those of us safe from the machine guns and dive bombers of the Jap, this gesture by men who are bravely facing death should be an inspiration. They are offering their lives for our country—surely, we at home can sacrifice a little for those who are sacrificing much!

CARD OF THANKS

We wish to thank our many friends for the kindness shown us during our recent bereavement. The flowers and many messages of sympathy are deeply appreciated.

Mrs. George J. Tompkins
and family.

IN MEMORIAM



George J. Tompkins

Consolidated lost an able employee, and *Consolidators* a real friend, last month. George J. Tompkins, chief of Plant Police, died as a result of heart failure, a few hours after returning home from a busy day at the plant.

Born Feb. 27, 1888, in Brooklyn,

N. Y., the chief had a total of 16 years' police experience. He started out in 1910 in his native New York City as driver and bodyguard to Mayor John F. Gaynor and knew such Gotham celebrities as Lillian Russell and Diamond Jim Brady.

Later he entered private investigation work, then left for a responsible sales job with a West Coast automobile organization. When the depression wiped out the business, Chief Tompkins reentered law enforcement as a deputy in the San Diego County sheriff's office, where he worked for four years. He also served for a time with the San Diego city police.

The chief came to *Consolidated* Sept. 25, 1935, as a watchman when there were only 660 men in the plant. He was promoted to Chief Watchman Feb. 1, 1937, and became Police chief Aug. 7 the same year, retaining this position until his death.

Chief Tompkins developed the Plant Protection Department at *Consolidated* from its former "watchman" status into a real Police Department, narrowing his selection of personnel to men with previous police or military experience. He found it pretty hard going at times, and only those who worked with him, and under his direction, can appreciate what a friend he was.

An ardent sportsman, the chief was a member of the Irish-American Athletic Club, where he starred in shotput, high jump and boxing, during his younger days in New York. He fought for six years as a "simon-pure," winning the 145-pound Greater New York City amateur crown. In his youth he worked out with some of the prominent fighters of the day, helped train Sailor Burke for his big fight with Jack Johnson.

Following an attack of coronary thrombosis, which kept the chief from work for nearly three months early last year, a recent session with flu left him with a chest cold and cough that contributed more or less directly to his death.

Chief Tompkins is survived by his widow, daughter, two grand-daughters and a grandson.

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About the Shop

SAWDUST AND SHAVINGS

By Harshaw

Red Bishop, victim of a serious auto accident about a month ago, is recuperating at home. We hope to see him back in several weeks. Bill Brett bought a new home in East San Diego recently.

We don't know whether Gene Mechstroth is getting ready for military duty, or whether he just enjoys shooting. He's bought a new rifle. Gerald ("Sweetlips") Allen is taking a comprehensive course in first aid. Mike Mullican was recently named assistant foreman.

Bicycles are no longer passe. Dick Callahan has been riding to work on one for a month, and several others have bought the same type of transportation. Bob Hall, Glenn Phillips, and John Burnett are the latest converts.

Maxine Hallingsworth's husband just joined the Navy. By the way, a woman's influence in Berg's gang has brought improvement, such as clean aprons and keeping the place straight. It's invasion—and not by the Japs. Women have been planted here and there along the Woodshop mezzanine. Their message: "You must excuse us, fellows, if at first we wrinkle our noses or cough because of the sawdust in the air, or jump when the crane rolls over our heads. Although new to aircraft factories, we really mean to leave our jewelry, perfume, and long bobs at home, for we realize we've a job to do. You'll notice, we hope, that day by day we're becoming less ornamental and more efficient."

By the way, "Louie" Wallace isn't a bit masculine, despite the name. She orders castings for Woodshop, and the name is something G. B. Hutter dreamed up for Lucy.

JIVE FROM F. P. 6 & 5

By Vic Spies

We dedicate this writing, to the "cog"—the Consair "little man," so called. Webster defines a cog as a gear tooth, and a tenon which secures and connects. Well, Hail! There are teeth in the things the Consair cog sends forth, geared toward high. And there are tenons of strength in the connected aggregate mass of these cogs which can insure everlasting security. As a chain is no stronger than its weakest link, a B-24D and PB2Y-3 are no bigger than their smallest rivet—so, then, the mill of construction can be no greater or certain than its most, apparently, insignificant cog.

**DO NOT THINK YOUR JOB IS SMALL—
WITHOUT YOU THEY CAN'T FLY AT ALL!**

Heaven knows we need speed, but the wrong kind of speed is foolhardy and there is a common-sense law against it. Haste is still waste.

A new era is born, the full three-shift idea is expanding into its original intent and purpose. It's a good thing. One can exert more energy at eight hours, if one isn't afraid of exertion. At longer stretches, the tendency is to "pace" oneself; because the human mind and body isn't forged or milled. But you can't "pace" an all-out conflict, nor can you keep "Em flying with gaps in which the machinery is shut down. Proving that first appearances are often deceiving.

Joe Gilliland has made leadman, deservedly. Jack Rahn and Mickey Walters followed close behind. Greg Gregorich has taken over nights with some dozen of the old night crew. Duane Benston and Hank Ballard asked for it, then Hank left for military projects. Dale Taylor, exchanging with Whitey Durkin, between Bob Graham and Paul Baker, is reported at this writing as having joined Hank. Ted Bridges covers all buildings as new wing supervisor while Herb Carlisle took a flock of stations and Pop Pool under his Primary Nose! Johnny Wilburn

drew the welding dispensation and Bob Ashley was set up for nights. Gene Elsworth is lone eagle of the spares warehouse loft and your reporter now gets home early enough to compete with Pat Patterson on yard duty.

And, until next time, don't forget that freedom stands for more than YOUR rights alone. No, freedom isn't meant for just a special group, it is a privilege standing for EVERY American's choice in HIS way of life!

MECHANICAL MAINTENANCE (Plant Two)

By Ray Garcia

George ("Peg-Leg") Claar says he's through with basketball. He's been pushed around a bit on the court by Frank Jenkins. He also started a flying school with scooters for training planes. His first student made a crash landing on the railroad tracks.

When it comes to victory gardens, Chuck Russell doesn't want to be left out. He tried to borrow a big air-gun and chisel, so he could make holes in the sidewalk to plant things in.

With shorter hours in effect, we might point out to day workers our San Diego Padres' baseball club. Major Lott promises to start games late in the afternoon, so we can take them in. You newcomers may not know it, but we natives are proud, with reason, of our ball club and extend best wishes for the coming season.

TOOL ROOM NIGHTS (Plant One)

By Fred Payton

Ronnie Clubb has received from England a postcard from Jack Richardson. Jack, formerly with the turret lathe gang here, has been working as a machinist in Britain. "England," he wrote, "is a pretty good country, but a little confusing some times, however, the women make up for a lot of things."

Bob Overton has been promoted to assistant foreman of the "owl" shift. He will remain in direct charge of the toolmakers.

Gone from our department are Ira Skaggs, the "professor," who has returned to his old Kentucky home in Louisville; C. H. "Tex" Gebhart and J. H. Smith Jr. The latter two have been transferred to Plant Three.

Widely approved is the plan of submitting ideas to the company for possible cash awards and recognition. Many "idea" men have availed themselves of the opportunity to present their suggestions for ways and means of increasing production and efficiency.

Comes more news of Gene Slawinski. He's in a Polish squadron connected with the R.A.F. and expects to leave soon for England. In a letter to Bob Overton he wrote, "You boys take special care of the B-24's as I may be one of the boys." Count on us for that, Gene.

We close with the reminder that another plane a day keeps the Japs away.

**BACK OF EVERY
ACCIDENT IS
CARELESSNESS,
IGNORANCE
or
NEGLECT**



NIGHT SHEET METAL FLASHES

By C. B. Coldren

During March several promotions were made in Sheet Metal Department. Eddie Voelkle was advanced to day general foreman, and Eddie Raymond to night general foreman. Departmental promotions included Henry Zilz to night sheet cutting foreman and G. Graham to assistant; A. Kimble day sheet cutting foreman, and O. C. Terrell to assistant. In New Furnishings Stanley Formella was advanced to night foreman, assisted by William Buerger, and on the day shift Mike Alienelli and G. Bates were named foreman and assistant foreman, respectively. In Details Department Al Hutter was made day foreman and T. Berardini, assistant foreman, and on night shift Frank Rose stepped up to foreman and Erick Gersdorf to assistant foreman.

No, there are no women working at the shapers, and, according to Foreman Zilz, there will be none for a while. That "woman at the shapers" is K. A. Gurtin, who has decided that the snappy uniforms worn by the women are good enough for the men.

J. Van Fowler, furnishings leadman, has grown sympathetic toward bachelors. Reason, Mrs. Van Fowler has gone to San Francisco for a two-months' vacation.

From Indiana Bill Robinson, furnishings, has imported a game called "squeegee." See Bill if you're interested in adding to your store of "what to do's" when those old retirees flatten out on the rims.

The circumstances surrounding this wedding are rather unique so it is not placed in the space provided for such items. A physiological blitz in the form of German measles assailed J. Carroll the night before his wedding day but the ceremony went off as scheduled and the couple spent their honeymoon quarantined.

WANTED: Sheet metal worker (nights) living in Spring Valley wants transportation. Anyone seeking a passenger, please contact Eugene Karulf, chief clerk.

MECHANICAL MAINTENANCE
MEANDERINGS

By Ash Joernst

Maintenance is made up of three different departments, Mechanical, Electrical and the Woodmill. The Mechanical and Electrical departments are separated from the Woodmill. We have men working all around the plant on a variety of jobs and it often is difficult to contact these men as quickly as we would like to do. So, when you call Maintenance for repairs bear in mind that we have a limited number of men and they will serve you as soon as the job they are doing is finished. Frequently we have to postpone work on one job to take over a more important one so that production will not be held up. Our phone is kept busy every hour of the day. We are something of an information bureau because the custom seems to be to call Maintenance when in doubt. We are here to try and serve everyone the best we can in every possible way.

Stepping up the ladder is Vern Sharp, who has been promoted to assistant foreman on the third shift.

Maintenance has a bevy of new leadmen: Mel Cummings, mechanics crew, second shift (this crew repairs all factory machinery); Ray Fobert, welders crew, first shift; P. Kessler of the cranes on days; G. R. Seacord, steel construction crew; and C. H. Williams, welders crew, third shift.

Foreman Bob Combes is installed in a new office over the old office location in Mechanical Maintenance.

This writing is closed with a bow to Otto Darling, assistant foreman, and his blackout and air raid squad for working out an efficient method of covering the plant in case of an emergency.

Shop Talk

(continued on
next page)

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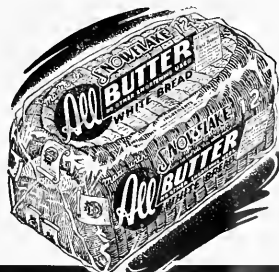
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Shop Talk

(Continued from Preceding Page)

CONTROL SURFACE SQUIBS

By R. J. Markey

Promotions have been in order in Control Surfaces lately. They are as follows:

G. K. Horner, from foreman to general foreman.

John Petit, from assistant foreman to night foreman.

Henry Eigenmann, from assistant foreman to day foreman.

Ray Boultron, from supervisor to assistant foreman.

Edgar Jackson, R. Rinnick, Paul Pearson, J. Kany, C. Earnest, C. Ireland, and C. Harris, from leadmen to assistant foremen.

William Porter, E. E. Waldrip, R. A. Parker, H. M. Nunn and W. L. Woodworth, all to leadmen.

Charles Van Dyke, whose wings were clipped when the government prohibited private flying within 150 miles of the Pacific coast, now has moved his Piper Cub to the Speer Airport at Welton, Ariz., and makes the trip almost every week to continue flying.

NIGHT WOODSHOPPERS LOG

By Grant Nielsen

Woodshop's lone entry in the amateur show sponsored by Consair Employees Athletic Association was T. A. Burch, singer, who won fourth place. Following his number it was announced that Mark Roberts wanted Terry to audition for a place on his band.

We have a new rookie, Don Tollman, who has finished preliminary training for the day crew.

Two of our lads, Frank Nauman and Ira Lanning, have been warming up their shooting irons. Frank hopes to organize a 30-calibre rifle club. We understand the sharpshooters haven't missed anything yet—except the target.

Jack Tuttle, our Canadian representative, is now a full-fledged clerk.

TOOL ROOM SMOKE

By Bob Hyder

Mike Andrews is back after another fling in the eastern shops . . . It has been nosed around that Newton bought a new pair of glasses so he could inspect the inspection book for rejections more closely . . . If anyone wants advice on how to get to work on time just see Sherman for a one-breath answer . . . Harold Chambers seems to be a busy man with his new job. Better watch those rubber soles and heels. . . . Hank McKee is the latest amateur movie fan. How about showing some of the masterpieces, Hank? . . . Appendectomies seem to be the order of the day. Bill Huning has returned after a six-weeks' lay-off and Frances Benson, the only feminine shaper operator in Tool Room One, is recovering from a recent operation.

NOTES FROM FINAL FINISH

By A. A. Robinson

The boys who have left here for Texas are too numerous to mention.

Ross Dilling, general Paint Shop foreman, says his department is doing its part to "keep 'em flying." Both Paint Shop and Final Finish are well up with their work.

G. W. Alexander is our new full-fledged foreman in Final Finish now with C. E. Danner assisting him. The supervisor's office is being held down by Bob ("Dutch") Jurgenson.

C. Pohlman has a farm he wants to see in daylight so he has changed to the night shift. R. Turnbaugh also is with the night owls now.

Of particular interest to the Paint Shop is the following from Plant Three, Texas, received via airmail from Richard Raun as we go to press:

Hi, Paint Shop Gang: The warmth of Texan

greetings have replaced the warmth of that good old San Diego sunshine. We all like the town, the plant and the people.

For the benefit of those who may come along later we'd like to give a hint about rents down this way. Rents are high, but not at the level that greeted *Consolidated* workers when they started pouring into San Diego. Edgar N. Gott has been here to insist that 12,000 houses are a "must" for this area. When that is accomplished rents may take a dip downward.

Our crew here is under Fred Mathews, general foreman. Assistant foremen are Leo McGowan and George Cook. "Cookie" has gone on nights and taken Lee Griswold, leadman, Otto Walker and Reginald Sparks. Recent arrivals from Plant One are Russell Haynes and Ted Lohman of the Anodic Department and our roster from Plant One is completed by Ralph Kanatzer, Johnny Dreiling, Jim Alexander, Warren Cooper, Leonard Olman, "Wee" Willie Shouse, and E. E. Thomas.

CONGRATULATIONS ENGAGED

SALLY BENNETT, Personnel day shift, has announced her engagement to Ted Laskey. The wedding is planned for mid-summer.

"Sergeant York" McELROY of Woodshop, nights, is engaged, but who she is and where she is is not known.

The engagement of IOLA STUART, Personnel Department, days, to Paul Hildebrand has been announced.

ANNETTA OVERLAND, Central Files, is wearing a sparkler third finger, left hand. Who the man in the case is Reporter Harriet Goodale neglected to say.

LILLIAN CRESWELL, Control Surface Department, became the bride of Norman Lindell, Wing Department, March 27, in a ceremony at the home of the bride's mother in Carlsbad.

MARRIED

RICHARD HARDEN, third shift, Mechanical Maintenance, and LOLA E. MacIntyre of the Employment Office, nights, were married in Yuma last month.

GENE PESHEL, Mechanical Maintenance, and ALICE FAYE of San Diego were married in Yuma, March 7.

JEANNE HODSON, of Personnel, day shift, is now Mrs. Milton L. Black, Jr. March 14 was the wedding date.

AUGIE SISSON, lone male in Central Files, was a bridegroom recently. No mention was made of the bride by Harriet Goodale, our reporter.

PHYLLIS HALL of the *Consolidator* Office became the bride of OWEN GANDEE of the Factory Manager's Office, Plant Two, at College Avenue Baptist Church, March 6.

BABIES

LLOYD PURSER of Woodshop, nights, is one of that department's new fathers. Judith Lyn is about a month old now.

M. L. HENNEN, riveters leadman, is the father of a six pounder, a brunette baby girl, according to Coldren of night Sheet Metal.

TOM WEBB, Final Finish, is the father of a baby daughter, Diana Carole, born January 30.

LYLE STOCKWELL, Paint Shop, has a new daughter, born February 20.

NAT SIRLIN, of electrical engineering, Plant Two, became the proud father of his second child on Feb. 4. The baby, Jerome Sirlin, weighed eight pounds and one ounce.

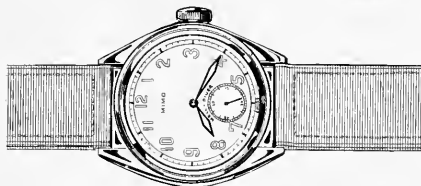
A seven pound ten ounce son, Donald Dean, was born to Mr. and Mrs. AL STONE on March 4 at the Mercy Hospital. Al is in the Tool Room Department.

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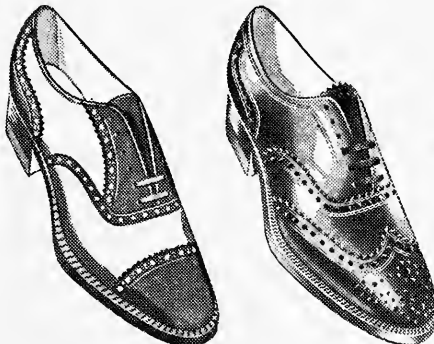


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Sports (Continued from page 13)

much as it gives self-confidence. The
group meets every day in the gym

Boxing

The day shift starts at 4 p.m., and
workout lasts until 6 p.m., on Monday,
Wednesday and Friday. The third shift
can also use this time. Instructors are
George Radovich and John Ferrence.

Night shift workouts last from 12
noon to 2 p.m., on the same days, under
Elmer Brown.



BOXING COACH—George Radovich, Draw
Bench Department Inspector, is coach of
the Consoir boxing team. While a student
at San Francisco U. he fought in three Pa-
cific Coast Intercollegiate championships.
He won the welterweight crown in his
sophomore year and was runner-up in both
his junior and senior years. In Golden Gloves
competition he won the national welter-
weight championship in 1935 and 1936
and the Arizona title in 1934.

BOWLING CHALLENGE

In Experimental Department are five young
men who would like to bowl against any non-
major team in any department in the plant.

As a test of their timber tumbling ability the
Experimental lads experimented with a team from
Purchasing and found that they were not so bad.
The two teams played a couple of matches with
Experimental walking off with high scores both
times. In the first match Experimental's total
score was 2381 and Purchasing 2328. In the second
match the "X" boys turned on the heat and
piled up a total of 2650 against Purchasing's 2322.

F. Kany is the star of the Experimental quin-
tet. In the first game against Purchasing his high
individual game was 201 with a high individual
series of 522. In the second tilt with Purchasing
his high individual game was 266 and his high
individual series 622.

Members of the challenging Experimental team
are: R. Malo, W. Phillips, R. Orvick, A. Wad-
dington and Kany.

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